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FAA-04-16944-41

Letters from FAA Administrator Marion C. Blakey to ORD air carriers and interested parties regarding Docket No. FAA-2004-16944, notice of scheduling reduction meeting and request for information.

DEPT OF TRANSPORTATION
DOCKETS

2004 AUG 13 P 1:35



U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

July 28, 2004

John A. Roberson
Commissioner
Chicago Department of Aviation
O'Hare International Airport
Terminal 2, Mezzanine Level
Chicago, IL 60666

Dear Mr. Roberson:

I am writing to request the participation of City of Chicago in a meeting regarding flight schedules at Chicago O'Hare International Airport (O'Hare) that we plan to conduct to reduce delays and improve on-time performance at the airport. The Federal Aviation Administration (FAA) will hold the scheduling reduction meeting on August 4, 2004, beginning at 9:30 a.m., and the meeting will continue on August 5, if necessary. The meeting will be held in the Bessie Coleman Conference Center, Federal Aviation Administration, Orville Wright Building, Second Floor, 800 Independence Avenue, SW, Washington, DC. 20591. We are sending similar letters to all U.S. and Canadian scheduled air carriers currently conducting scheduled service at O'Hare. A notice of the meeting was issued today and is on display at the Federal Register. A copy is enclosed for your reference. An electronic copy is also available via the Internet on the Department of Transportation Docket Management System, Docket FAA-2004-16944. That website address is <http://dms.dot.gov>.

The Secretary of Transportation is authorized under the Federal Aviation Act (49 U.S.C. § 41722) to ask air carriers to meet with the FAA Administrator to discuss flight scheduling reductions at severely congested airports during peak operating hours. In January of 2004, following several months in which delays at O'Hare and emanating from the airport through the national airspace system (NAS) had reached unacceptable levels, I determined that such a meeting regarding severe congestion at O'Hare was necessary. The Secretary then made a similar determination that a meeting was needed to meet a serious transportation need or important public benefit. Before the meeting was to occur, however, the FAA reached agreement with each of the two largest operators at O'Hare regarding reductions in their scheduled service during peak hours and, thereafter, entered an order implementing the reductions. See Docket FAA-2004-16944 for FAA Orders issued on January 21, 2004, and amended on April 21, 2004. In these Orders, we made clear our intention to conduct a scheduling reduction meeting if the consensual reductions did not achieve their desired effect.

The Orders limiting scheduled operations during certain hours at O'Hare by American Airlines and United Airlines will expire in just three months, as of October 30, 2004. Moreover, even with the reductions by those carriers, the statistics for air traffic at O'Hare continue to show overscheduling and excessive delays. Daily scheduled

operations published for August remain approximately 170 flights above the daily August 2003 scheduled flights. Several of the busiest traffic days ever recorded at O'Hare occurred since late June. On July 1, there were 2,968 operations, just 8 fewer than the previous record on August 31, 2001. Unfortunately, in May 2004, a NAS monthly record of 14,495 total delays was also established. Although the level of delays has fluctuated from month to month, and weather has played a major factor, the overall trend of delays remains unacceptably high when recent periods are compared to the period before November, 2003. The cumulative number of delays for this calendar year as of June 30 is 58,578; that figure is more than the respective full-year totals for each of 2000, 2001, and 2002.

Based on these and other factors, I have again determined that a scheduling reduction meeting regarding O'Hare is necessary, and the Secretary has made a similar determination that such a meeting is needed to meet a serious transportation need or important public benefit. At the meeting I look forward to summarizing the data available to the Department concerning delays at O'Hare and to providing our views concerning available options to relieve the congestion problem at O'Hare given limitations at the airport. We are interested in obtaining your views concerning the O'Hare congestion problem and will provide you with the opportunity both to provide written information to the agency and to express your views to representatives of the FAA during the scheduling reduction sessions described in the procedures for the conduct of the meeting, which are referred to below.

Because the scheduling reduction meeting and all preparations for it are subject to the antitrust laws, the FAA has worked closely with the Department of Justice, Antitrust Division on procedures for the conduct of the meeting that should help ensure legal compliance. Copies of the FAA letter to the Antitrust Division and their response are incorporated in the Federal Register notice. As noted in this correspondence, communications among carriers regarding competitively sensitive information could result in a violation of the antitrust laws and lead to civil or criminal liability. Thus, the procedures outlined in the notice provide for a series of scheduling reduction sessions to be conducted separately by FAA staff with each air carrier attending the meeting. We will also meet with representatives of the airport operator. The FAA requests the cooperation of all participants at the meeting in adhering to the procedures outlined in the notice.

The scheduling targets we plan to use for the meeting will be posted on the FAA's website not later than 9 a.m. EDT on Monday, August 2. The website address is <http://www.faa.gov>.

We appreciate your full consideration and cooperation to resolve these issues. We look forward to working with you and the air carriers that serve O'Hare.

Sincerely,



Marion C. Blakey
Administrator

Enclosure



U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

July 28, 2004

Mr. James C. May
President and CEO

Air Transport Association of America, Inc.

1301 Pennsylvania Avenue, NW
Suite 1000
Washington, DC 20004-1707

Dear Mr. May:

The Federal Aviation Administration today put on display at the Federal Register notice of a scheduling reduction meeting regarding Chicago O'Hare International Airport. A copy of the notice is enclosed. I am also enclosing the substance of a letter that I sent to each of the air carriers listed on the mailing list attached to that letter. In addition, a copy of a letter notifying the City of Chicago of the upcoming meeting is enclosed.

Sincerely,

Marion C. Blakey
Administrator

Enclosures

AIR CARRIER MAILING LIST

Air Canada
Air Wisconsin Airlines Corp.
Alaska Airlines, Inc.
America West Airlines, Inc.
American Airlines
American Eagle, Inc.
Chautauqua Airlines, Inc.
Comair, Inc.
Continental Airlines, Inc.
Delta Air Lines, Inc.
ExpressJet Airlines
Independence Air
Kalitta Air
Mesa Airlines, Inc.
Mesaba Aviation, Inc.
Northwest Airlines
Polar Air Cargo
SkyWest Airlines, Inc.
Spirit Airlines, Inc.
Trans States Airlines, Inc.
U.S. Airways, Inc.
United Airlines
USA3000 Airlines



U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

July 28, 2004

Mr. Edward P. Faberman
Air Carrier Association of America
1500 K Street, NW
Suite 250
Washington, DC 20005-1717

Dear Mr. Faberman:

The Federal Aviation Administration today put on display at the Federal Register notice of a scheduling reduction meeting regarding Chicago O'Hare International Airport. A copy of the notice is enclosed. I am also enclosing the substance of a letter that I sent to each of the air carriers listed on the mailing list attached to that letter. In addition, a copy of a letter notifying the City of Chicago of the upcoming meeting is enclosed.

Sincerely,

A handwritten signature in cursive script, appearing to read "Marion".

Marion C. Blakey
Administrator

Enclosures

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Air Wisconsin Airlines Corp.
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American Airlines
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Chautauqua Airlines, Inc.
Comair, Inc.
Continental Airlines, Inc.
Delta Air Lines, Inc.
ExpressJet Airlines
Independence Air
Kalitta Air
Mesa Airlines, Inc.
Mesaba Aviation, Inc.
Northwest Airlines
Polar Air Cargo
SkyWest Airlines, Inc.
Spirit Airlines, Inc.
Trans States Airlines, Inc.
U.S. Airways, Inc.
United Airlines
USA3000 Airlines



U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

July 28, 2004

Mr. R. Hewitt Pate
Assistant Attorney General
Antitrust Division, Room 3109
U.S. Department of Justice
950 Pennsylvania Avenue, NW
Washington, DC 20530-0001

Dear Mr. Pate:

The Federal Aviation Administration today put on display at the Federal Register notice of a scheduling reduction meeting regarding Chicago O'Hare International Airport. A copy of the notice is enclosed. I am also enclosing the substance of a letter that I sent to each of the air carriers listed on the mailing list attached to that letter. In addition, a copy of a letter notifying the City of Chicago of the upcoming meeting is enclosed.

Sincerely,

Marion C. Blakey
Administrator

Enclosures

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America West Airlines, Inc.

American Airlines

American Eagle, Inc.

Chautauqua Airlines, Inc.

Comair, Inc.

Continental Airlines, Inc.

Delta Air Lines, Inc.

ExpressJet Airlines

Independence Air

Kalitta Air

Mesa Airlines, Inc.

Mesaba Aviation, Inc.

Northwest Airlines

Polar Air Cargo

SkyWest Airlines, Inc.

Spirit Airlines, Inc.

Trans States Airlines, Inc.

U.S. Airways, Inc.

United Airlines

USA3000 Airlines



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**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

July 28, 2004

Ms. Deborah McElroy
President

The Regional Airline Association

2025 M Street, NW
Suite 800
Washington, DC 20036-3309

Dear Ms. McElroy:

The Federal Aviation Administration today put on display at the Federal Register notice of a scheduling reduction meeting regarding Chicago O'Hare International Airport. A copy of the notice is enclosed. I am also enclosing the substance of a letter that I sent to each of the air carriers listed on the mailing list attached to that letter. In addition, a copy of a letter notifying the City of Chicago of the upcoming meeting is enclosed.

Sincerely,

Marion C. Blakey
Administrator

Enclosures

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ExpressJet Airlines
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Mesa Airlines, Inc.
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Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

July 28, 2004

Mr. Gerard J. Arpey
Chairman, President and CEO
American Airlines
4333 Amon Carter Blvd.
MD 5605 HDQ
Ft. Worth, TX 76155

Dear Mr. Arpey:

I am writing to request the participation of American Airlines in a meeting regarding flight schedules at Chicago O'Hare International Airport (O'Hare) that we plan to conduct to reduce delays and improve on-time performance at the airport. The Federal Aviation Administration (FAA) will hold the scheduling reduction meeting on August 4, 2004, beginning at 9:30 a.m., and the meeting will continue on August 5, if necessary. The meeting will be held in the Bessie Coleman Conference Center, Federal Aviation Administration, Orville Wright Building, Second Floor, 800 Independence Avenue, SW, Washington, DC. 20591. We are sending similar letters to all U.S. and Canadian scheduled air carriers currently conducting scheduled service at O'Hare and to the airport operator. A notice of the meeting was issued today and is on display at the Federal Register. A copy is enclosed for your reference. An electronic copy is also available via the Internet on the Department of Transportation Docket Management System, Docket FAA-2004-16944. That website address is <http://dms.dot.gov>.

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The Orders limiting scheduled operations during certain hours at O'Hare by American Airlines and United Airlines will expire in just three months, as of October 30, 2004. Moreover, even with the reductions by those carriers, the statistics for air traffic at

O'Hare continue to show overscheduling and excessive delays. Daily scheduled operations published for August remain approximately 170 flights above the daily August 2003 scheduled flights. Several of the busiest traffic days ever recorded at O'Hare occurred since late June. On July 1, there were 2,968 operations, just 8 fewer than the previous record on August 31, 2001. Unfortunately, in May 2004, a NAS monthly record of 14,495 total delays was also established. Although the level of delays has fluctuated from month to month, and weather has played a major factor, the overall trend of delays remains unacceptably high when recent periods are compared to the period before November, 2003. The cumulative number of delays for this calendar year as of June 30 is 58,578; that figure is more than the respective full-year totals for each of 2000, 2001, and 2002.

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The scheduling targets we plan to use for the meeting will be posted on the FAA's website not later than 9 a.m. EDT on Monday, August 2. The website address is <http://www.faa.gov>.

Also enclosed is a copy of our records reflecting a summary of your August 5, 2004, scheduled arrivals and departures at O'Hare in 15-minute increments. The FAA's Air Traffic Organization will work with your scheduling or operational departments to verify this information prior to the meeting. Additionally, please note that the Federal Register notice requests that you advise us by Monday, August 2, whether you will participate in the meeting and who your representative(s) will be.

We recognize that schedule adjustments may include some difficult decisions by your company as we move to improve the operational performance at O'Hare. We appreciate your full consideration and cooperation to resolve these issues.

Sincerely,

A handwritten signature in cursive script, appearing to read "Marion", written in dark ink.

Marion C. Blakey
Administrator

Enclosures

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=AAL | Facility=ORD

#	Hour	Qtr	Departures	Arrivals	Total
1	4	4	0	1	1
2	5	1	0	2	2
3	5	2	0	1	1
4	5	3	0	2	2
5	5	4	0	3	3
6	6	1	2	1	3
7	6	2	1	3	4
8	6	3	10	2	12
9	6	4	3	6	9
10	7	1	9	13	22
11	7	2	3	10	13
12	7	3	8	11	19
13	7	4	9	7	16
14	8	1	10	9	19
15	8	2	16	9	25
16	8	3	10	8	18
17	8	4	8	6	14
18	9	1	10	9	19
19	9	2	7	10	17
20	9	3	6	8	14
21	9	4	9	4	13
22	10	1	8	9	17
23	10	2	11	8	19
24	10	3	4	8	12
25	10	4	9	10	19
26	11	1	10	9	19
27	11	2	10	10	20
28	11	3	10	13	23
29	11	4	6	11	17
30	12	1	13	5	18
31	12	2	8	8	16
32	12	3	8	12	20
33	12	4	11	13	24
34	13	1	11	4	15
35	13	2	8	8	16
36	13	3	11	3	14
37	13	4	3	11	14
38	14	1	8	7	15
39	14	2	6	9	15
40	14	3	3	10	13
41	14	4	13	12	25
42	15	1	11	5	16
43	15	2	11	11	22
44	15	3	11	4	15
45	15	4	5	13	18
46	16	1	13	5	18

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=AAL | Facility=ORD

#	Hour	Qtr	Departures	Arrivals	Total
47	16	2	7	10	17
48	16	3	7	9	16
49	16	4	7	11	18
50	17	1	9	12	21
51	17	2	9	7	16
52	17	3	8	10	18
53	17	4	8	7	15
54	18	1	10	14	24
55	18	2	10	8	18
56	18	3	8	12	20
57	18	4	11	7	18
58	19	1	8	13	21
59	19	2	11	12	23
60	19	3	13	9	22
61	19	4	4	6	10
62	20	1	14	14	28
63	20	2	16	6	22
64	20	3	12	5	17
65	20	4	6	12	18
66	21	1	4	0	4
67	21	2	8	4	12
68	21	3	6	4	10
69	21	4	2	1	3
70	22	1	0	1	1
71	22	2	2	2	4
72	22	3	1	2	3
73	22	4	1	0	1
74	23	1	0	2	2
75	23	2	0	1	1
76	23	4	0	1	1
Total:			545	545	1090

FSDS Data was last Updated on 7/24/04.

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=AAL | Facility=ORD | Regional Jets

#	Hour	Qtr	Departures	Arrivals	Total
1	6	1	0	1	1
2	6	2	1	3	4
3	6	3	2	2	4
4	6	4	2	5	7
5	7	1	2	8	10
6	7	2	3	6	9
7	7	3	6	7	13
8	7	4	7	4	11
9	8	1	6	6	12
10	8	2	6	5	11
11	8	3	5	5	10
12	8	4	3	2	5
13	9	1	3	5	8
14	9	2	5	4	9
15	9	3	2	2	4
16	9	4	6	2	8
17	10	1	1	4	5
18	10	2	6	3	9
19	10	3	1	3	4
20	10	4	3	5	8
21	11	1	3	5	8
22	11	2	7	5	12
23	11	3	4	9	13
24	11	4	3	5	8
25	12	1	6	1	7
26	12	2	5	3	8
27	12	3	4	6	10
28	12	4	5	5	10
29	13	1	3	1	4
30	13	2	6	5	11
31	13	3	5	1	6
32	13	4	2	5	7
33	14	1	3	3	6
34	14	2	3	2	5
35	14	3	1	8	9
36	14	4	6	8	14
37	15	1	6	2	8
38	15	2	7	5	12
39	15	3	7	3	10
40	15	4	3	4	7
41	16	1	4	2	6
42	16	2	5	3	8
43	16	3	3	4	7
44	16	4	3	3	6
45	17	1	3	6	9

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=AAL | Facility=ORD | Regional Jets

#	Hour	Qtr	Departures	Arrivals	Total
46	17	2	4	1	5
47	17	3	2	4	6
48	17	4	4	5	9
49	18	1	3	4	7
50	18	2	3	5	8
51	18	3	2	5	7
52	18	4	3	3	6
53	19	1	3	8	11
54	19	2	4	6	10
55	19	3	7	2	9
56	19	4	3	3	6
57	20	1	10	9	19
58	20	2	6	2	8
59	20	3	7	1	8
60	20	4	4	4	8
61	21	1	2	0	2
62	21	2	2	0	2
63	21	3	2	0	2
Total:			248	248	496

FSDS Data was last Updated on 7/24/04.



U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

July 28, 2004

Mr. Peter M. Bowler
President
American Eagle, Inc.
4333 Amon Carter Blvd.
MD 5605 HDQ
Ft. Worth, TX 76155

Dear Mr. Bowler:

I am writing to request the participation of American Eagle, Inc. in a meeting regarding flight schedules at Chicago O'Hare International Airport (O'Hare) that we plan to conduct to reduce delays and improve on-time performance at the airport. The Federal Aviation Administration (FAA) will hold the scheduling reduction meeting on August 4, 2004, beginning at 9:30 a.m., and the meeting will continue on August 5, if necessary. The meeting will be held in the Bessie Coleman Conference Center, Federal Aviation Administration, Orville Wright Building, Second Floor, 800 Independence Avenue, SW, Washington, DC. 20591. We are sending similar letters to all U.S. and Canadian scheduled air carriers currently conducting scheduled service at O'Hare and to the airport operator. A notice of the meeting was issued today and is on display at the Federal Register. A copy is enclosed for your reference. An electronic copy is also available via the Internet on the Department of Transportation Docket Management System, Docket FAA-2004-16944. That website address is <http://dms.dot.gov>.

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Sincerely,

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Marion C. Blakey
Administrator

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7	6	2	1	3	4
8	6	3	10	2	12
9	6	4	3	6	9
10	7	1	9	13	22
11	7	2	3	10	13
12	7	3	8	11	19
13	7	4	9	7	16
14	8	1	10	9	19
15	8	2	16	9	25
16	8	3	10	8	18
17	8	4	8	6	14
18	9	1	10	9	19
19	9	2	7	10	17
20	9	3	6	8	14
21	9	4	9	4	13
22	10	1	8	9	17
23	10	2	11	8	19
24	10	3	4	8	12
25	10	4	9	10	19
26	11	1	10	9	19
27	11	2	10	10	20
28	11	3	10	13	23
29	11	4	6	11	17
30	12	1	13	5	18
31	12	2	8	8	16
32	12	3	8	12	20
33	12	4	11	13	24
34	13	1	11	4	15
35	13	2	8	8	16
36	13	3	11	3	14
37	13	4	3	11	14
38	14	1	8	7	15
39	14	2	6	9	15
40	14	3	3	10	13
41	14	4	13	12	25
42	15	1	11	5	16
43	15	2	11	11	22
44	15	3	11	4	15
45	15	4	5	13	18
46	16	1	13	5	18

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=AAL | Facility=ORD

#	Hour	Qtr	Departures	Arrivals	Total
47	16	2	7	10	17
48	16	3	7	9	16
49	16	4	7	11	18
50	17	1	9	12	21
51	17	2	9	7	16
52	17	3	8	10	18
53	17	4	8	7	15
54	18	1	10	14	24
55	18	2	10	8	18
56	18	3	8	12	20
57	18	4	11	7	18
58	19	1	8	13	21
59	19	2	11	12	23
60	19	3	13	9	22
61	19	4	4	6	10
62	20	1	14	14	28
63	20	2	16	6	22
64	20	3	12	5	17
65	20	4	6	12	18
66	21	1	4	0	4
67	21	2	8	4	12
68	21	3	6	4	10
69	21	4	2	1	3
70	22	1	0	1	1
71	22	2	2	2	4
72	22	3	1	2	3
73	22	4	1	0	1
74	23	1	0	2	2
75	23	2	0	1	1
76	23	4	0	1	1
Total:			545	545	1090

FSDS Data was last Updated on 7/24/04.

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=AAL | Facility=ORD | Regional Jets

#	Hour	Qtr	Departures	Arrivals	Total
1	6	1	0	1	1
2	6	2	1	3	4
3	6	3	2	2	4
4	6	4	2	5	7
5	7	1	2	8	10
6	7	2	3	6	9
7	7	3	6	7	13
8	7	4	7	4	11
9	8	1	6	6	12
10	8	2	6	5	11
11	8	3	5	5	10
12	8	4	3	2	5
13	9	1	3	5	8
14	9	2	5	4	9
15	9	3	2	2	4
16	9	4	6	2	8
17	10	1	1	4	5
18	10	2	6	3	9
19	10	3	1	3	4
20	10	4	3	5	8
21	11	1	3	5	8
22	11	2	7	5	12
23	11	3	4	9	13
24	11	4	3	5	8
25	12	1	6	1	7
26	12	2	5	3	8
27	12	3	4	6	10
28	12	4	5	5	10
29	13	1	3	1	4
30	13	2	6	5	11
31	13	3	5	1	6
32	13	4	2	5	7
33	14	1	3	3	6
34	14	2	3	2	5
35	14	3	1	8	9
36	14	4	6	8	14
37	15	1	6	2	8
38	15	2	7	5	12
39	15	3	7	3	10
40	15	4	3	4	7
41	16	1	4	2	6
42	16	2	5	3	8
43	16	3	3	4	7
44	16	4	3	3	6
45	17	1	3	6	9

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=AAL | Facility=ORD | Regional Jets

#	Hour	Qtr	Departures	Arrivals	Total
46	17	2	4	1	5
47	17	3	2	4	6
48	17	4	4	5	9
49	18	1	3	4	7
50	18	2	3	5	8
51	18	3	2	5	7
52	18	4	3	3	6
53	19	1	3	8	11
54	19	2	4	6	10
55	19	3	7	2	9
56	19	4	3	3	6
57	20	1	10	9	19
58	20	2	6	2	8
59	20	3	7	1	8
60	20	4	4	4	8
61	21	1	2	0	2
62	21	2	2	0	2
63	21	3	2	0	2
Total:			248	248	496

FSDS Data was last Updated on 7/24/04.



U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

July 28, 2004

Mr. Robert A. Milton
President and CEO
Air Canada
Air Canada Centre
c/o Courier Room
730 Cote Vertu West
Dorval, Quebec H4Y 1C2
CANADA

Dear Mr. Milton:

I am writing to request the participation of Air Canada in a meeting regarding flight schedules at Chicago O'Hare International Airport (O'Hare) that we plan to conduct to reduce delays and improve on-time performance at the airport. The Federal Aviation Administration (FAA) will hold the scheduling reduction meeting on August 4, 2004, beginning at 9:30 a.m., and the meeting will continue on August 5, if necessary. The meeting will be held in the Bessie Coleman Conference Center, Federal Aviation Administration, Orville Wright Building, Second Floor, 800 Independence Avenue, SW, Washington, DC. 20591. We are sending similar letters to all U.S. and Canadian scheduled air carriers currently conducting scheduled service at O'Hare and to the airport operator. A notice of the meeting was issued today and is on display at the Federal Register. A copy is enclosed for your reference. An electronic copy is also available via the Internet on the Department of Transportation Docket Management System, Docket FAA-2004-16944. That website address is <http://dms.dot.gov>.

The Secretary of Transportation is authorized under the Federal Aviation Act (49 U.S.C. § 41722) to ask air carriers to meet with the FAA Administrator to discuss flight scheduling reductions at severely congested airports during peak operating hours. In January of 2004, following several months in which delays at O'Hare and emanating from the airport through the national airspace system (NAS) had reached unacceptable levels, I determined that such a meeting regarding severe congestion at O'Hare was necessary. The Secretary then made a similar determination that a meeting was needed to meet a serious transportation need or important public benefit. Before the meeting was to occur, however, the FAA reached agreement with each of the two largest operators at O'Hare regarding reductions in their scheduled service during peak hours and, thereafter, entered an order implementing the reductions. See Docket FAA-2004-16944 for FAA Orders issued on January 21, 2004, and amended on April 21, 2004. In these Orders, we made clear our intention to conduct a scheduling reduction meeting if the consensual reductions did not achieve their desired effect.

The Orders limiting scheduled operations during certain hours at O'Hare by American Airlines and United Airlines will expire in just three months, as of October 30, 2004. Moreover, even with the reductions by those carriers, the statistics for air traffic at O'Hare continue to show overscheduling and excessive delays. Daily scheduled operations published for August remain approximately 170 flights above the daily August 2003 scheduled flights. Several of the busiest traffic days ever recorded at O'Hare occurred since late June. On July 1, there were 2,968 operations, just 8 fewer than the previous record on August 31, 2001. Unfortunately, in May 2004, a NAS monthly record of 14,495 total delays was also established. Although the level of delays has fluctuated from month to month, and weather has played a major factor, the overall trend of delays remains unacceptably high when recent periods are compared to the period before November, 2003. The cumulative number of delays for this calendar year as of June 30 is 58,578; that figure is more than the respective full-year totals for each of 2000, 2001, and 2002.

Based on these and other factors, I have again determined that a scheduling reduction meeting regarding O'Hare is necessary, and the Secretary has made a similar determination that such a meeting is needed to meet a serious transportation need or important public benefit. At the meeting I look forward to summarizing the data available to the Department concerning delays at O'Hare and to providing our views concerning available options to relieve the congestion problem at O'Hare given limitations at the airport. We are interested in obtaining your views concerning the O'Hare congestion problem and will provide you with the opportunity both to provide written information to the agency and to express your views to representatives of the FAA during the scheduling reduction sessions described in the procedures for the conduct of the meeting, which are referred to below.

Because the scheduling reduction meeting and all preparations for it are subject to the antitrust laws, the FAA has worked closely with the Department of Justice, Antitrust Division on procedures for the conduct of the meeting that should help ensure legal compliance. Copies of the FAA letter to the Antitrust Division and their response are incorporated in the Federal Register notice. As noted in this correspondence, communications among carriers regarding competitively sensitive information could result in a violation of the antitrust laws and lead to civil or criminal liability. Thus, the procedures outlined in the notice provide for a series of scheduling reduction sessions to be conducted separately by FAA staff with each air carrier attending the meeting. We will also meet with representatives of the airport operator. The FAA requests the cooperation of all participants at the meeting in adhering to the procedures outlined in the notice.

The scheduling targets we plan to use for the meeting will be posted on the FAA's website not later than 9 a.m. EDT on Monday, August 2. The website address is <http://www.faa.gov>.

Also enclosed is a copy of our records reflecting a summary of your August 5, 2004, scheduled arrivals and departures at O'Hare in 15-minute increments. The FAA's Air Traffic Organization will work with your scheduling or operational departments to verify this information prior to the meeting. Additionally, please note that the Federal Register

notice requests that you advise us by Monday, August 2, whether you will participate in the meeting and who your representative(s) will be.

We recognize that schedule adjustments may include some difficult decisions by your company as we move to improve the operational performance at O'Hare. We appreciate your full consideration and cooperation to resolve these issues.

Sincerely,

A handwritten signature in dark ink, appearing to read "Marion", is written over a horizontal line.

Marion C. Blakey
Administrator

Enclosures

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=ACA,ACA | Facility=ORD

#	Hour	Qtr	Departures	Arrivals	Total
1	7	3	1	1	2
2	8	2	1	0	1
3	8	3	0	1	1
4	8	4	0	1	1
5	9	1	0	1	1
6	9	2	2	0	2
7	10	1	1	0	1
8	10	3	0	1	1
9	10	4	0	1	1
10	11	2	1	0	1
11	11	4	1	0	1
12	12	3	0	1	1
13	12	4	0	1	1
14	13	2	1	0	1
15	13	3	1	0	1
16	13	4	0	1	1
17	14	2	1	0	1
18	14	4	0	2	2
19	15	4	1	0	1
20	16	1	1	0	1
21	16	4	0	1	1
22	17	4	1	0	1
23	18	1	0	1	1
24	18	3	0	1	1
25	18	4	1	1	2
26	19	1	0	1	1
27	19	3	1	0	1
28	19	4	1	0	1
Total:			16	16	32

FSDS Data was last Updated on 7/24/04.



U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

July 28, 2004

Mr. William S. Ayer
Chairman, President and CEO
Alaska Airlines, Inc.
19300 Pacific Highway South
Seattle, WA 98188

Dear Mr. Ayer:

I am writing to request the participation of Alaska Airlines, Inc. in a meeting regarding flight schedules at Chicago O'Hare International Airport (O'Hare) that we plan to conduct to reduce delays and improve on-time performance at the airport. The Federal Aviation Administration (FAA) will hold the scheduling reduction meeting on August 4, 2004, beginning at 9:30 a.m., and the meeting will continue on August 5, if necessary. The meeting will be held in the Bessie Coleman Conference Center, Federal Aviation Administration, Orville Wright Building, Second Floor, 800 Independence Avenue, SW, Washington, DC. 20591. We are sending similar letters to all U.S. and Canadian scheduled air carriers currently conducting scheduled service at O'Hare and to the airport operator. A notice of the meeting was issued today and is on display at the Federal Register. A copy is enclosed for your reference. An electronic copy is also available via the Internet on the Department of Transportation Docket Management System, Docket FAA-2004-16944. That website address is <http://dms.dot.gov>.

The Secretary of Transportation is authorized under the Federal Aviation Act (49 U.S.C. § 41722) to ask air carriers to meet with the FAA Administrator to discuss flight scheduling reductions at severely congested airports during peak operating hours. In January of 2004, following several months in which delays at O'Hare and emanating from the airport through the national airspace system (NAS) had reached unacceptable levels, I determined that such a meeting regarding severe congestion at O'Hare was necessary. The Secretary then made a similar determination that a meeting was needed to meet a serious transportation need or important public benefit. Before the meeting was to occur, however, the FAA reached agreement with each of the two largest operators at O'Hare regarding reductions in their scheduled service during peak hours and, thereafter, entered an order implementing the reductions. *See* Docket FAA-2004-16944 for FAA Orders issued on January 21, 2004, and amended on April 21, 2004. In these Orders, we made clear our intention to conduct a scheduling reduction meeting if the consensual reductions did not achieve their desired effect.

The Orders limiting scheduled operations during certain hours at O'Hare by American Airlines and United Airlines will expire in just three months, as of October 30, 2004. Moreover, even with the reductions by those carriers, the statistics for air traffic at

O'Hare continue to show overscheduling and excessive delays. Daily scheduled operations published for August remain approximately 170 flights above the daily August 2003 scheduled flights. Several of the busiest traffic days ever recorded at O'Hare occurred since late June. On July 1, there were 2,968 operations, just 8 fewer than the previous record on August 31, 2001. Unfortunately, in May 2004, a NAS monthly record of 14,495 total delays was also established. Although the level of delays has fluctuated from month to month, and weather has played a major factor, the overall trend of delays remains unacceptably high when recent periods are compared to the period before November, 2003. The cumulative number of delays for this calendar year as of June 30 is 58,578; that figure is more than the respective full-year totals for each of 2000, 2001, and 2002.

Based on these and other factors, I have again determined that a scheduling reduction meeting regarding O'Hare is necessary, and the Secretary has made a similar determination that such a meeting is needed to meet a serious transportation need or important public benefit. At the meeting I look forward to summarizing the data available to the Department concerning delays at O'Hare and to providing our views concerning available options to relieve the congestion problem at O'Hare given limitations at the airport. We are interested in obtaining your views concerning the O'Hare congestion problem and will provide you with the opportunity both to provide written information to the agency and to express your views to representatives of the FAA during the scheduling reduction sessions described in the procedures for the conduct of the meeting, which are referred to below.

Because the scheduling reduction meeting and all preparations for it are subject to the antitrust laws, the FAA has worked closely with the Department of Justice, Antitrust Division on procedures for the conduct of the meeting that should help ensure legal compliance. Copies of the FAA letter to the Antitrust Division and their response are incorporated in the Federal Register notice. As noted in this correspondence, communications among carriers regarding competitively sensitive information could result in a violation of the antitrust laws and lead to civil or criminal liability. Thus, the procedures outlined in the notice provide for a series of scheduling reduction sessions to be conducted separately by FAA staff with each air carrier attending the meeting. We will also meet with representatives of the airport operator. The FAA requests the cooperation of all participants at the meeting in adhering to the procedures outlined in the notice.

The scheduling targets we plan to use for the meeting will be posted on the FAA's website not later than 9 a.m. EDT on Monday, August 2. The website address is <http://www.faa.gov>.

Also enclosed is a copy of our records reflecting a summary of your August 5, 2004, scheduled arrivals and departures at O'Hare in 15-minute increments. The FAA's Air Traffic Organization will work with your scheduling or operational departments to verify this information prior to the meeting. Additionally, please note that the Federal Register notice requests that you advise us by Monday, August 2, whether you will participate in the meeting and who your representative(s) will be.

We recognize that schedule adjustments may include some difficult decisions by your company as we move to improve the operational performance at O'Hare. We appreciate your full consideration and cooperation to resolve these issues.

Sincerely,

A handwritten signature in cursive script, appearing to read "Marion".

Marion C. Blakey
Administrator

Enclosures

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=ASA | Facility=CRD

#	Hour	Qtr	Departures	Arrivals	Total
1	6	1	0	1	1
2	8	2	1	0	1
3	8	4	1	0	1
4	14	3	0	1	1
5	15	4	1	0	1
6	21	4	0	1	1
Total:			3	3	6

FSDS Data was last Updated on 7/24/04.



U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

July 28, 2004

Mr. W. Douglas Parker
Chairman, President and CEO
America West Airlines, Inc.
111 W. Rio Salada Parkway
Tempe, AZ 85281

Dear Mr. Parker:

I am writing to request the participation of America West Airlines, Inc. in a meeting regarding flight schedules at Chicago O'Hare International Airport (O'Hare) that we plan to conduct to reduce delays and improve on-time performance at the airport. The Federal Aviation Administration (FAA) will hold the scheduling reduction meeting on August 4, 2004, beginning at 9:30 a.m., and the meeting will continue on August 5, if necessary. The meeting will be held in the Bessie Coleman Conference Center, Federal Aviation Administration, Orville Wright Building, Second Floor, 800 Independence Avenue, SW, Washington, DC. 20591. We are sending similar letters to all U.S. and Canadian scheduled air carriers currently conducting scheduled service at O'Hare and to the airport operator. A notice of the meeting was issued today and is on display at the Federal Register. A copy is enclosed for your reference. An electronic copy is also available via the Internet on the Department of Transportation Docket Management System, Docket FAA-2004-16944. That website address is <http://dms.dot.gov>.

The Secretary of Transportation is authorized under the Federal Aviation Act (49 U.S.C. § 41722) to ask air carriers to meet with the FAA Administrator to discuss flight scheduling reductions at severely congested airports during peak operating hours. In January of 2004, following several months in which delays at O'Hare and emanating from the airport through the national airspace system (NAS) had reached unacceptable levels, I determined that such a meeting regarding severe congestion at O'Hare was necessary. The Secretary then made a similar determination that a meeting was needed to meet a serious transportation need or important public benefit. Before the meeting was to occur, however, the FAA reached agreement with each of the two largest operators at O'Hare regarding reductions in their scheduled service during peak hours and, thereafter, entered an order implementing the reductions. *See* Docket FAA-2004-16944 for FAA Orders issued on January 21, 2004, and amended on April 21, 2004. In these Orders, we made clear our intention to conduct a scheduling reduction meeting if the consensual reductions did not achieve their desired effect.

The Orders limiting scheduled operations during certain hours at O'Hare by American Airlines and United Airlines will expire in just three months, as of October 30, 2004. Moreover, even with the reductions by those carriers, the statistics for air traffic at

O'Hare continue to show overscheduling and excessive delays. Daily scheduled operations published for August remain approximately 170 flights above the daily August 2003 scheduled flights. Several of the busiest traffic days ever recorded at O'Hare occurred since late June. On July 1, there were 2,968 operations, just 8 fewer than the previous record on August 31, 2001. Unfortunately, in May 2004, a NAS monthly record of 14,495 total delays was also established. Although the level of delays has fluctuated from month to month, and weather has played a major factor, the overall trend of delays remains unacceptably high when recent periods are compared to the period before November, 2003. The cumulative number of delays for this calendar year as of June 30 is 58,578; that figure is more than the respective full-year totals for each of 2000, 2001, and 2002.

Based on these and other factors, I have again determined that a scheduling reduction meeting regarding O'Hare is necessary, and the Secretary has made a similar determination that such a meeting is needed to meet a serious transportation need or important public benefit. At the meeting I look forward to summarizing the data available to the Department concerning delays at O'Hare and to providing our views concerning available options to relieve the congestion problem at O'Hare given limitations at the airport. We are interested in obtaining your views concerning the O'Hare congestion problem and will provide you with the opportunity both to provide written information to the agency and to express your views to representatives of the FAA during the scheduling reduction sessions described in the procedures for the conduct of the meeting, which are referred to below.

Because the scheduling reduction meeting and all preparations for it are subject to the antitrust laws, the FAA has worked closely with the Department of Justice, Antitrust Division on procedures for the conduct of the meeting that should help ensure legal compliance. Copies of the FAA letter to the Antitrust Division and their response are incorporated in the Federal Register notice. As noted in this correspondence, communications among carriers regarding competitively sensitive information could result in a violation of the antitrust laws and lead to civil or criminal liability. Thus, the procedures outlined in the notice provide for a series of scheduling reduction sessions to be conducted separately by FAA staff with each air carrier attending the meeting. We will also meet with representatives of the airport operator. The FAA requests the cooperation of all participants at the meeting in adhering to the procedures outlined in the notice.

The scheduling targets we plan to use for the meeting will be posted on the FAA's website not later than 9 a.m. EDT on Monday, August 2. The website address is <http://www.faa.gov>.

Also enclosed is a copy of our records reflecting a summary of your August 5, 2004, scheduled arrivals and departures at O'Hare in 15-minute increments. The FAA's Air Traffic Organization will work with your scheduling or operational departments to verify this information prior to the meeting. Additionally, please note that the Federal Register notice requests that you advise us by Monday, August 2, whether you will participate in the meeting and who your representative(s) will be.

We recognize that schedule adjustments may include some difficult decisions by your company as we move to improve the operational performance at O'Hare. We appreciate your full consideration and cooperation to resolve these issues.

Sincerely,

A handwritten signature in cursive script, appearing to read "Marion", written in dark ink.

Marion C. Blakey
Administrator

Enclosures

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=AWE | Facility=ORD

#	Hour	Qtr	Departures	Arrivals	Total
1	5	1	0	1	1
2	7	3	1	0	1
3	8	4	1	0	1
4	10	4	1	0	1
5	12	3	0	1	1
6	13	4	1	0	1
7	14	4	0	1	1
8	16	4	1	0	1
9	17	1	0	1	1
10	17	3	0	1	1
11	17	4	1	0	1
12	19	2	1	0	1
13	20	3	0	1	1
14	21	2	1	0	1
15	21	3	0	1	1
16	23	3	0	1	1
Total:			8	8	16

FSDS Data was last Updated on 7/24/04.



U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

July 28, 2004

Mr. Gordon M. Bethune
Chairman and CEO
Continental Airlines, Inc.
1600 Smith Street
Houston, TX 77002

Dear Mr. Bethune:

I am writing to request the participation of Continental Airlines, Inc. in a meeting regarding flight schedules at Chicago O'Hare International Airport (O'Hare) that we plan to conduct to reduce delays and improve on-time performance at the airport. The Federal Aviation Administration (FAA) will hold the scheduling reduction meeting on August 4, 2004, beginning at 9:30 a.m., and the meeting will continue on August 5, if necessary. The meeting will be held in the Bessie Coleman Conference Center, Federal Aviation Administration, Orville Wright Building, Second Floor, 800 Independence Avenue, SW, Washington, DC. 20591. We are sending similar letters to all U.S. and Canadian scheduled air carriers currently conducting scheduled service at O'Hare and to the airport operator. A notice of the meeting was issued today and is on display at the Federal Register. A copy is enclosed for your reference. An electronic copy is also available via the Internet on the Department of Transportation Docket Management System, Docket FAA-2004-16944. That website address is <http://dms.dot.gov>.

The Secretary of Transportation is authorized under the Federal Aviation Act (49 U.S.C. § 41722) to ask air carriers to meet with the FAA Administrator to discuss flight scheduling reductions at severely congested airports during peak operating hours. In January of 2004, following several months in which delays at O'Hare and emanating from the airport through the national airspace system (NAS) had reached unacceptable levels, I determined that such a meeting regarding severe congestion at O'Hare was necessary. The Secretary then made a similar determination that a meeting was needed to meet a serious transportation need or important public benefit. Before the meeting was to occur, however, the FAA reached agreement with each of the two largest operators at O'Hare regarding reductions in their scheduled service during peak hours and, thereafter, entered an order implementing the reductions. *See* Docket FAA-2004-16944 for FAA Orders issued on January 21, 2004, and amended on April 21, 2004. In these Orders, we made clear our intention to conduct a scheduling reduction meeting if the consensual reductions did not achieve their desired effect.

The Orders limiting scheduled operations during certain hours at O'Hare by American Airlines and United Airlines will expire in just three months, as of October 30, 2004. Moreover, even with the reductions by those carriers, the statistics for air traffic at

O'Hare continue to show overscheduling and excessive delays. Daily scheduled operations published for August remain approximately 170 flights above the daily August 2003 scheduled flights. Several of the busiest traffic days ever recorded at O'Hare occurred since late June. On July 1, there were 2,968 operations, just 8 fewer than the previous record on August 31, 2001. Unfortunately, in May 2004, a NAS monthly record of 14,495 total delays was also established. Although the level of delays has fluctuated from month to month, and weather has played a major factor, the overall trend of delays remains unacceptably high when recent periods are compared to the period before November, 2003. The cumulative number of delays for this calendar year as of June 30 is 58,578; that figure is more than the respective full-year totals for each of 2000, 2001, and 2002.

Based on these and other factors, I have again determined that a scheduling reduction meeting regarding O'Hare is necessary, and the Secretary has made a similar determination that such a meeting is needed to meet a serious transportation need or important public benefit. At the meeting I look forward to summarizing the data available to the Department concerning delays at O'Hare and to providing our views concerning available options to relieve the congestion problem at O'Hare given limitations at the airport. We are interested in obtaining your views concerning the O'Hare congestion problem and will provide you with the opportunity both to provide written information to the agency and to express your views to representatives of the FAA during the scheduling reduction sessions described in the procedures for the conduct of the meeting, which are referred to below.

Because the scheduling reduction meeting and all preparations for it are subject to the antitrust laws, the FAA has worked closely with the Department of Justice, Antitrust Division on procedures for the conduct of the meeting that should help ensure legal compliance. Copies of the FAA letter to the Antitrust Division and their response are incorporated in the Federal Register notice. As noted in this correspondence, communications among carriers regarding competitively sensitive information could result in a violation of the antitrust laws and lead to civil or criminal liability. Thus, the procedures outlined in the notice provide for a series of scheduling reduction sessions to be conducted separately by FAA staff with each air carrier attending the meeting. We will also meet with representatives of the airport operator. The FAA requests the cooperation of all participants at the meeting in adhering to the procedures outlined in the notice.

The scheduling targets we plan to use for the meeting will be posted on the FAA's website not later than 9 a.m. EDT on Monday, August 2. The website address is <http://www.faa.gov>.

Also enclosed is a copy of our records reflecting a summary of your August 5, 2004, scheduled arrivals and departures at O'Hare in 15-minute increments. The FAA's Air Traffic Organization will work with your scheduling or operational departments to verify this information prior to the meeting. Additionally, please note that the Federal Register notice requests that you advise us by Monday, August 2, whether you will participate in the meeting and who your representative(s) will be.

We recognize that schedule adjustments may include some difficult decisions by your company as we move to improve the operational performance at O'Hare. We appreciate your full consideration and cooperation to resolve these issues.

Sincerely,

A handwritten signature in cursive script, appearing to read "Marion".

Marion C. Blakey
Administrator

Enclosures

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=COA,COA | Facility=ORD

# Carrier	Carrier Name	Hour	Qtr	Departures	Arrivals	Total
1 COA	CONTINENTAL AIRLINES	6	1	1	0	1
2 COA	CONTINENTAL AIRLINES	7	1	1	0	1
3 COA	CONTINENTAL AIRLINES	7	4	0	1	1
4 COA	CONTINENTAL AIRLINES	8	2	1	0	1
5 COA	CONTINENTAL AIRLINES	9	4	1	0	1
6 COA	CONTINENTAL AIRLINES	10	1	0	2	2
7 COA	CONTINENTAL AIRLINES	11	1	2	0	2
8 COA	CONTINENTAL AIRLINES	12	1	0	1	1
9 COA	CONTINENTAL AIRLINES	13	1	1	0	1
10 COA	CONTINENTAL AIRLINES	13	2	0	1	1
11 COA	CONTINENTAL AIRLINES	14	1	1	1	2
12 COA	CONTINENTAL AIRLINES	15	1	1	1	2
13 COA	CONTINENTAL AIRLINES	16	1	1	2	3
14 COA	CONTINENTAL AIRLINES	17	1	2	0	2
15 COA	CONTINENTAL AIRLINES	17	2	0	1	1
16 COA	CONTINENTAL AIRLINES	18	1	1	0	1
17 COA	CONTINENTAL AIRLINES	18	2	0	2	2
18 COA	CONTINENTAL AIRLINES	19	1	2	0	2
19 COA	CONTINENTAL AIRLINES	20	1	0	1	1
20 COA	CONTINENTAL AIRLINES	20	2	0	1	1
21 COA	CONTINENTAL AIRLINES	21	4	0	1	1
22 COA	EXPJET CO EXPRESS	6	2	1	0	1
23 COA	EXPJET CO EXPRESS	7	1	1	0	1
24 COA	EXPJET CO EXPRESS	7	4	0	1	1
25 COA	EXPJET CO EXPRESS	8	2	1	0	1
26 COA	EXPJET CO EXPRESS	9	4	0	1	1
27 COA	EXPJET CO EXPRESS	11	4	1	0	1
28 COA	EXPJET CO EXPRESS	12	1	0	1	1
29 COA	EXPJET CO EXPRESS	12	2	1	0	1
30 COA	EXPJET CO EXPRESS	13	1	0	1	1
31 COA	EXPJET CO EXPRESS	13	3	1	0	1
32 COA	EXPJET CO EXPRESS	14	3	0	1	1
33 COA	EXPJET CO EXPRESS	15	2	1	0	1
34 COA	EXPJET CO EXPRESS	15	3	0	1	1
35 COA	EXPJET CO EXPRESS	16	1	1	0	1
36 COA	EXPJET CO EXPRESS	17	1	0	1	1
37 COA	EXPJET CO EXPRESS	17	3	1	0	1
38 COA	EXPJET CO EXPRESS	19	2	0	1	1
39 COA	EXPJET CO EXPRESS	19	4	1	0	1
40 COA	EXPJET CO EXPRESS	21	1	0	1	1
41 COA	EXPJET CO EXPRESS	23	4	0	1	1
Total:				25	25	50

FSDS Data was last Updated on 7/24/04.

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=COA,COA | Facility=ORD

#	Hour	Qtr	Departures	Arrivals	Total
1	6	1	1	0	1
2	6	2	1	0	1
3	7	1	2	0	2
4	7	4	0	2	2
5	8	2	2	0	2
6	9	4	1	1	2
7	10	1	0	2	2
8	11	1	2	0	2
9	11	4	1	0	1
10	12	1	0	2	2
11	12	2	1	0	1
12	13	1	1	1	2
13	13	2	0	1	1
14	13	3	1	0	1
15	14	1	1	1	2
16	14	3	0	1	1
17	15	1	1	1	2
18	15	2	1	0	1
19	15	3	0	1	1
20	16	1	2	2	4
21	17	1	2	1	3
22	17	2	0	1	1
23	17	3	1	0	1
24	18	1	1	0	1
25	18	2	0	2	2
26	19	1	2	0	2
27	19	2	0	1	1
28	19	4	1	0	1
29	20	1	0	1	1
30	20	2	0	1	1
31	21	1	0	1	1
32	21	4	0	1	1
33	23	4	0	1	1
Total:			25	25	50

FSDS Data was last Updated on 7/24/04.

Includes Continental and Continental Express



U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

July 28, 2004

Mr. James B. Ream
President and CEO
ExpressJet Airlines
1600 Smith Street
Houston, TX 77002

Dear Mr. Ream:

I am writing to request the participation of ExpressJet Airlines in a meeting regarding flight schedules at Chicago O'Hare International Airport (O'Hare) that we plan to conduct to reduce delays and improve on-time performance at the airport. The Federal Aviation Administration (FAA) will hold the scheduling reduction meeting on August 4, 2004, beginning at 9:30 a.m., and the meeting will continue on August 5, if necessary. The meeting will be held in the Bessie Coleman Conference Center, Federal Aviation Administration, Orville Wright Building, Second Floor, 800 Independence Avenue, SW, Washington, DC. 20591. We are sending similar letters to all U.S. and Canadian scheduled air carriers currently conducting scheduled service at O'Hare and to the airport operator. A notice of the meeting was issued today and is on display at the Federal Register. A copy is enclosed for your reference. An electronic copy is also available via the Internet on the Department of Transportation Docket Management System, Docket FAA-2004-16944. That website address is <http://dms.dot.gov>.

The Secretary of Transportation is authorized under the Federal Aviation Act (49 U.S.C. § 41722) to ask air carriers to meet with the FAA Administrator to discuss flight scheduling reductions at severely congested airports during peak operating hours. In January of 2004, following several months in which delays at O'Hare and emanating from the airport through the national airspace system (NAS) had reached unacceptable levels, I determined that such a meeting regarding severe congestion at O'Hare was necessary. The Secretary then made a similar determination that a meeting was needed to meet a serious transportation need or important public benefit. Before the meeting was to occur, however, the FAA reached agreement with each of the two largest operators at O'Hare regarding reductions in their scheduled service during peak hours and, thereafter, entered an order implementing the reductions. See Docket FAA-2004-16944 for FAA Orders issued on January 21, 2004, and amended on April 21, 2004. In these Orders, we made clear our intention to conduct a scheduling reduction meeting if the consensual reductions did not achieve their desired effect.

The Orders limiting scheduled operations during certain hours at O'Hare by American Airlines and United Airlines will expire in just three months, as of October 30, 2004. Moreover, even with the reductions by those carriers, the statistics for air traffic at

O'Hare continue to show overscheduling and excessive delays. Daily scheduled operations published for August remain approximately 170 flights above the daily August 2003 scheduled flights. Several of the busiest traffic days ever recorded at O'Hare occurred since late June. On July 1, there were 2,968 operations, just 8 fewer than the previous record on August 31, 2001. Unfortunately, in May 2004, a NAS monthly record of 14,495 total delays was also established. Although the level of delays has fluctuated from month to month, and weather has played a major factor, the overall trend of delays remains unacceptably high when recent periods are compared to the period before November, 2003. The cumulative number of delays for this calendar year as of June 30 is 58,578; that figure is more than the respective full-year totals for each of 2000, 2001, and 2002.

Based on these and other factors, I have again determined that a scheduling reduction meeting regarding O'Hare is necessary, and the Secretary has made a similar determination that such a meeting is needed to meet a serious transportation need or important public benefit. At the meeting I look forward to summarizing the data available to the Department concerning delays at O'Hare and to providing our views concerning available options to relieve the congestion problem at O'Hare given limitations at the airport. We are interested in obtaining your views concerning the O'Hare congestion problem and will provide you with the opportunity both to provide written information to the agency and to express your views to representatives of the FAA during the scheduling reduction sessions described in the procedures for the conduct of the meeting, which are referred to below.

Because the scheduling reduction meeting and all preparations for it are subject to the antitrust laws, the FAA has worked closely with the Department of Justice, Antitrust Division on procedures for the conduct of the meeting that should help ensure legal compliance. Copies of the FAA letter to the Antitrust Division and their response are incorporated in the Federal Register notice. As noted in this correspondence, communications among carriers regarding competitively sensitive information could result in a violation of the antitrust laws and lead to civil or criminal liability. Thus, the procedures outlined in the notice provide for a series of scheduling reduction sessions to be conducted separately by FAA staff with each air carrier attending the meeting. We will also meet with representatives of the airport operator. The FAA requests the cooperation of all participants at the meeting in adhering to the procedures outlined in the notice.

The scheduling targets we plan to use for the meeting will be posted on the FAA's website not later than 9 a.m. EDT on Monday, August 2. The website address is <http://www.faa.gov>.

Also enclosed is a copy of our records reflecting a summary of your August 5, 2004, scheduled arrivals and departures at O'Hare in 15-minute increments. The FAA's Air Traffic Organization will work with your scheduling or operational departments to verify this information prior to the meeting. Additionally, please note that the Federal Register notice requests that you advise us by Monday, August 2 whether you will participate in the meeting and who your representative(s) will be.

We recognize that schedule adjustments may include some difficult decisions by your company as we move to improve the operational performance at O'Hare. We appreciate your full consideration and cooperation to resolve these issues.

Sincerely,

A handwritten signature in cursive script, appearing to read "Marion", written in dark ink.

Marion C. Blakey
Administrator

Enclosures

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=COA,COA | Facility=ORD

# Carrier	Carrier Name	Hour	Qtr	Departures	Arrivals	Total
1 COA	CONTINENTAL AIRLINES	6	1	1	0	1
2 COA	CONTINENTAL AIRLINES	7	1	1	0	1
3 COA	CONTINENTAL AIRLINES	7	4	0	1	1
4 COA	CONTINENTAL AIRLINES	8	2	1	0	1
5 COA	CONTINENTAL AIRLINES	9	4	1	0	1
6 COA	CONTINENTAL AIRLINES	10	1	0	2	2
7 COA	CONTINENTAL AIRLINES	11	1	2	0	2
8 COA	CONTINENTAL AIRLINES	12	1	0	1	1
9 COA	CONTINENTAL AIRLINES	13	1	1	0	1
10 COA	CONTINENTAL AIRLINES	13	2	0	1	1
11 COA	CONTINENTAL AIRLINES	14	1	1	1	2
12 COA	CONTINENTAL AIRLINES	15	1	1	1	2
13 COA	CONTINENTAL AIRLINES	16	1	1	2	3
14 COA	CONTINENTAL AIRLINES	17	1	2	0	2
15 COA	CONTINENTAL AIRLINES	17	2	0	1	1
16 COA	CONTINENTAL AIRLINES	18	1	1	0	1
17 COA	CONTINENTAL AIRLINES	18	2	0	2	2
18 COA	CONTINENTAL AIRLINES	19	1	2	0	2
19 COA	CONTINENTAL AIRLINES	20	1	0	1	1
20 COA	CONTINENTAL AIRLINES	20	2	0	1	1
21 COA	CONTINENTAL AIRLINES	21	4	0	1	1
22 COA	EXPJET CO EXPRESS	6	2	1	0	1
23 COA	EXPJET CO EXPRESS	7	1	1	0	1
24 COA	EXPJET CO EXPRESS	7	4	0	1	1
25 COA	EXPJET CO EXPRESS	8	2	1	0	1
26 COA	EXPJET CO EXPRESS	9	4	0	1	1
27 COA	EXPJET CO EXPRESS	11	4	1	0	1
28 COA	EXPJET CO EXPRESS	12	1	0	1	1
29 COA	EXPJET CO EXPRESS	12	2	1	0	1
30 COA	EXPJET CO EXPRESS	13	1	0	1	1
31 COA	EXPJET CO EXPRESS	13	3	1	0	1
32 COA	EXPJET CO EXPRESS	14	3	0	1	1
33 COA	EXPJET CO EXPRESS	15	2	1	0	1
34 COA	EXPJET CO EXPRESS	15	3	0	1	1
35 COA	EXPJET CO EXPRESS	16	1	1	0	1
36 COA	EXPJET CO EXPRESS	17	1	0	1	1
37 COA	EXPJET CO EXPRESS	17	3	1	0	1
38 COA	EXPJET CO EXPRESS	19	2	0	1	1
39 COA	EXPJET CO EXPRESS	19	4	1	0	1
40 COA	EXPJET CO EXPRESS	21	1	0	1	1
41 COA	EXPJET CO EXPRESS	23	4	0	1	1
Total:				25	25	50

FSDS Data was last Updated on 7/24/04.

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=COA,COA | Facility=ORD

#	Hour	Qtr	Departures	Arrivals	Total
1	6	1	1	0	1
2	6	2	1	0	1
3	7	1	2	0	2
4	7	4	0	2	2
5	8	2	2	0	2
6	9	4	1	1	2
7	10	1	0	2	2
8	11	1	2	0	2
9	11	4	1	0	1
10	12	1	0	2	2
11	12	2	1	0	1
12	13	1	1	1	2
13	13	2	0	1	1
14	13	3	1	0	1
15	14	1	1	1	2
16	14	3	0	1	1
17	15	1	1	1	2
18	15	2	1	0	1
19	15	3	0	1	1
20	16	1	2	2	4
21	17	1	2	1	3
22	17	2	0	1	1
23	17	3	1	0	1
24	18	1	1	0	1
25	18	2	0	2	2
26	19	1	2	0	2
27	19	2	0	1	1
28	19	4	1	0	1
29	20	1	0	1	1
30	20	2	0	1	1
31	21	1	0	1	1
32	21	4	0	1	1
33	23	4	0	1	1
Total:			25	25	50

FSDS Data was last Updated on 7/24/04.

Includes Continental and Continental Express



U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

July 28, 2004

Mr. Gerald Grinstein
Chief Executive Officer
Delta Air Lines, Inc.
1050 Delta Blvd.
Atlanta, GA 30320

Dear Mr. Grinstein:

I am writing to request the participation of Delta Air Lines, Inc. in a meeting regarding flight schedules at Chicago O'Hare International Airport (O'Hare) that we plan to conduct to reduce delays and improve on-time performance at the airport. The Federal Aviation Administration (FAA) will hold the scheduling reduction meeting on August 4, 2004, beginning at 9:30 a.m., and the meeting will continue on August 5, if necessary. The meeting will be held in the Bessie Coleman Conference Center, Federal Aviation Administration, Orville Wright Building, Second Floor, 800 Independence Avenue, SW, Washington, DC. 20591. We are sending similar letters to all U.S. and Canadian scheduled air carriers currently conducting scheduled service at O'Hare and to the airport operator. A notice of the meeting was issued today and is on display at the Federal Register. A copy is enclosed for your reference. An electronic copy is also available via the Internet on the Department of Transportation Docket Management System, Docket FAA-2004-16944. That website address is <http://dms.dot.gov>.

The Secretary of Transportation is authorized under the Federal Aviation Act (49 U.S.C. § 41722) to ask air carriers to meet with the FAA Administrator to discuss flight scheduling reductions at severely congested airports during peak operating hours. In January of 2004, following several months in which delays at O'Hare and emanating from the airport through the national airspace system (NAS) had reached unacceptable levels, I determined that such a meeting regarding severe congestion at O'Hare was necessary. The Secretary then made a similar determination that a meeting was needed to meet a serious transportation need or important public benefit. Before the meeting was to occur, however, the FAA reached agreement with each of the two largest operators at O'Hare regarding reductions in their scheduled service during peak hours and, thereafter, entered an order implementing the reductions. See Docket FAA-2004-16944 for FAA Orders issued on January 21, 2004, and amended on April 21, 2004. In these Orders, we made clear our intention to conduct a scheduling reduction meeting if the consensual reductions did not achieve their desired effect.

The Orders limiting scheduled operations during certain hours at O'Hare by American Airlines and United Airlines will expire in just three months, as of October 30, 2004. Moreover, even with the reductions by those carriers, the statistics for air traffic at

O'Hare continue to show overscheduling and excessive delays. Daily scheduled operations published for August remain approximately 170 flights above the daily August 2003 scheduled flights. Several of the busiest traffic days ever recorded at O'Hare occurred since late June. On July 1, there were 2,968 operations, just 8 fewer than the previous record on August 31, 2001. Unfortunately, in May 2004, a NAS monthly record of 14,495 total delays was also established. Although the level of delays has fluctuated from month to month, and weather has played a major factor, the overall trend of delays remains unacceptably high when recent periods are compared to the period before November, 2003. The cumulative number of delays for this calendar year as of June 30 is 58,578; that figure is more than the respective full-year totals for each of 2000, 2001, and 2002.

Based on these and other factors, I have again determined that a scheduling reduction meeting regarding O'Hare is necessary, and the Secretary has made a similar determination that such a meeting is needed to meet a serious transportation need or important public benefit. At the meeting I look forward to summarizing the data available to the Department concerning delays at O'Hare and to providing our views concerning available options to relieve the congestion problem at O'Hare given limitations at the airport. We are interested in obtaining your views concerning the O'Hare congestion problem and will provide you with the opportunity both to provide written information to the agency and to express your views to representatives of the FAA during the scheduling reduction sessions described in the procedures for the conduct of the meeting, which are referred to below.

Because the scheduling reduction meeting and all preparations for it are subject to the antitrust laws, the FAA has worked closely with the Department of Justice, Antitrust Division on procedures for the conduct of the meeting that should help ensure legal compliance. Copies of the FAA letter to the Antitrust Division and their response are incorporated in the Federal Register notice. As noted in this correspondence, communications among carriers regarding competitively sensitive information could result in a violation of the antitrust laws and lead to civil or criminal liability. Thus, the procedures outlined in the notice provide for a series of scheduling reduction sessions to be conducted separately by FAA staff with each air carrier attending the meeting. We will also meet with representatives of the airport operator. The FAA requests the cooperation of all participants at the meeting in adhering to the procedures outlined in the notice.

The scheduling targets we plan to use for the meeting will be posted on the FAA's website not later than 9 a.m. EDT on Monday, August 2. The website address is <http://www.faa.gov>.

Also enclosed is a copy of our records reflecting a summary of your August 5, 2004, scheduled arrivals and departures at O'Hare in 15-minute increments. The FAA's Air Traffic Organization will work with your scheduling or operational departments to verify this information prior to the meeting. Additionally, please note that the Federal Register notice requests that you advise us by Monday, August 2, whether you will participate in the meeting and who your representative(s) will be.

We recognize that schedule adjustments may include some difficult decisions by your company as we move to improve the operational performance at O'Hare. We appreciate your full consideration and cooperation to resolve these issues.

Sincerely,

A handwritten signature in cursive script, appearing to read "Marion".

(Marion C. Blakey
Administrator

Enclosures

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=DAL,DAL | Facility=ORD

#	Hour	Qtr	Departures	Arrivals	Total
1	6	1	2	0	2
2	7	1	1	0	1
3	7	2	0	1	1
4	7	3	0	1	1
5	7	4	1	0	1
6	8	1	2	0	2
7	8	4	0	1	1
8	9	1	1	0	1
9	9	2	1	1	2
10	10	3	1	1	2
11	11	3	1	0	1
12	11	4	0	1	1
13	12	1	1	1	2
14	12	3	1	0	1
15	12	4	0	2	2
16	13	1	1	0	1
17	13	2	1	0	1
18	13	4	0	1	1
19	14	2	0	1	1
20	14	4	1	1	2
21	15	1	1	0	1
22	15	2	0	1	1
23	15	4	1	0	1
24	16	2	1	0	1
25	16	3	0	1	1
26	16	4	1	1	2
27	17	3	1	0	1
28	18	1	1	1	2
29	18	2	0	1	1
30	18	4	2	0	2
31	19	1	0	1	1
32	19	3	1	1	2
33	20	1	1	1	2
34	20	4	0	1	1
35	21	1	0	2	2
36	22	3	0	1	1
Total:			25	24	49

FSDS Data was last Updated on 7/24/04.

Includes Delta and Delta Connection (Comair)



U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

July 28, 2004

Mr. Randy D. Rademacher
President
Comair, Inc.

77 Comair Blvd.
Cincinnati/Northern Kentucky International Airport
Erlanger, KY 41018

Dear Mr. Rademacher:

I am writing to request the participation of Comair, Inc. in a meeting regarding flight schedules at Chicago O'Hare International Airport (O'Hare) that we plan to conduct to reduce delays and improve on-time performance at the airport. The Federal Aviation Administration (FAA) will hold the scheduling reduction meeting on August 4, 2004, beginning at 9:30 a.m., and the meeting will continue on August 5, if necessary. The meeting will be held in the Bessie Coleman Conference Center, Federal Aviation Administration, Orville Wright Building, Second Floor, 800 Independence Avenue, SW, Washington, DC. 20591. We are sending similar letters to all U.S. and Canadian scheduled air carriers currently conducting scheduled service at O'Hare and to the airport operator. A notice of the meeting was issued today and is on display at the Federal Register. A copy is enclosed for your reference. An electronic copy is also available via the Internet on the Department of Transportation Docket Management System, Docket FAA-2004-16944. That website address is <http://dms.dot.gov>.

The Secretary of Transportation is authorized under the Federal Aviation Act (49 U.S.C. § 41722) to ask air carriers to meet with the FAA Administrator to discuss flight scheduling reductions at severely congested airports during peak operating hours. In January of 2004, following several months in which delays at O'Hare and emanating from the airport through the national airspace system (NAS) had reached unacceptable levels, I determined that such a meeting regarding severe congestion at O'Hare was necessary. The Secretary then made a similar determination that a meeting was needed to meet a serious transportation need or important public benefit. Before the meeting was to occur, however, the FAA reached agreement with each of the two largest operators at O'Hare regarding reductions in their scheduled service during peak hours and, thereafter, entered an order implementing the reductions. See Docket FAA-2004-16944 for FAA Orders issued on January 21, 2004, and amended on April 21, 2004. In these Orders, we made clear our intention to conduct a scheduling reduction meeting if the consensual reductions did not achieve their desired effect.

The Orders limiting scheduled operations during certain hours at O'Hare by American Airlines and United Airlines will expire in just three months, as of October 30, 2004. Moreover, even with the reductions by those carriers, the statistics for air traffic at

O'Hare continue to show overscheduling and excessive delays. Daily scheduled operations published for August remain approximately 170 flights above the daily August 2003 scheduled flights. Several of the busiest traffic days ever recorded at O'Hare occurred since late June. On July 1, there were 2,968 operations, just 8 fewer than the previous record on August 31, 2001. Unfortunately, in May 2004, a NAS monthly record of 14,495 total delays was also established. Although the level of delays has fluctuated from month to month, and weather has played a major factor, the overall trend of delays remains unacceptably high when recent periods are compared to the period before November, 2003. The cumulative number of delays for this calendar year as of June 30 is 58,578; that figure is more than the respective full-year totals for each of 2000, 2001, and 2002.

Based on these and other factors, I have again determined that a scheduling reduction meeting regarding O'Hare is necessary, and the Secretary has made a similar determination that such a meeting is needed to meet a serious transportation need or important public benefit. At the meeting I look forward to summarizing the data available to the Department concerning delays at O'Hare and to providing our views concerning available options to relieve the congestion problem at O'Hare given limitations at the airport. We are interested in obtaining your views concerning the O'Hare congestion problem and will provide you with the opportunity both to provide written information to the agency and to express your views to representatives of the FAA during the scheduling reduction sessions described in the procedures for the conduct of the meeting, which are referred to below.

Because the scheduling reduction meeting and all preparations for it are subject to the antitrust laws, the FAA has worked closely with the Department of Justice, Antitrust Division on procedures for the conduct of the meeting that should help ensure legal compliance. Copies of the FAA letter to the Antitrust Division and their response are incorporated in the Federal Register notice. As noted in this correspondence, communications among carriers regarding competitively sensitive information could result in a violation of the antitrust laws and lead to civil or criminal liability. Thus, the procedures outlined in the notice provide for a series of scheduling reduction sessions to be conducted separately by FAA staff with each air carrier attending the meeting. We will also meet with representatives of the airport operator. The FAA requests the cooperation of all participants at the meeting in adhering to the procedures outlined in the notice.

The scheduling targets we plan to use for the meeting will be posted on the FAA's website not later than 9 a.m. EDT on Monday, August 2. The website address is <http://www.faa.gov>.

Also enclosed is a copy of our records reflecting a summary of your August 5, 2004, scheduled arrivals and departures at O'Hare in 15-minute increments. The FAA's Air Traffic Organization will work with your scheduling or operational departments to verify this information prior to the meeting. Additionally, please note that the Federal Register notice requests that you advise us by Monday, August 2 whether you will participate in the meeting and who your representative(s) will be.

We recognize that schedule adjustments may include some difficult decisions by your company as we move to improve the operational performance at O'Hare. We appreciate your full consideration and cooperation to resolve these issues.

Sincerely,

A handwritten signature in cursive script, appearing to read "Marion", written in dark ink.

Marion C. Blakey
Administrator

Enclosures

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=DAL,DAL | Facility=ORD

#	Hour	Qtr	Departures	Arrivals	Total
1	6	1	2	0	2
2	7	1	1	0	1
3	7	2	0	1	1
4	7	3	0	1	1
5	7	4	1	0	1
6	8	1	2	0	2
7	8	4	0	1	1
8	9	1	1	0	1
9	9	2	1	1	2
10	10	3	1	1	2
11	11	3	1	0	1
12	11	4	0	1	1
13	12	1	1	1	2
14	12	3	1	0	1
15	12	4	0	2	2
16	13	1	1	0	1
17	13	2	1	0	1
18	13	4	0	1	1
19	14	2	0	1	1
20	14	4	1	1	2
21	15	1	1	0	1
22	15	2	0	1	1
23	15	4	1	0	1
24	16	2	1	0	1
25	16	3	0	1	1
26	16	4	1	1	2
27	17	3	1	0	1
28	18	1	1	1	2
29	18	2	0	1	1
30	18	4	2	0	2
31	19	1	0	1	1
32	19	3	1	1	2
33	20	1	1	1	2
34	20	4	0	1	1
35	21	1	0	2	2
36	22	3	0	1	1
Total:			25	24	49

FSDS Data was last Updated on 7/24/04.

Includes Delta and Delta Connection (Comair)



U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

July 28, 2004

Mr. Kerry B. Skeen
Chairman and CEO
Independence Air
515A Shaw Road
Sterling, VA 20166

Dear Mr. Skeen:

I am writing to request the participation of Independence Air in a meeting regarding flight schedules at Chicago O'Hare International Airport (O'Hare) that we plan to conduct to reduce delays and improve on-time performance at the airport. The Federal Aviation Administration (FAA) will hold the scheduling reduction meeting on August 4, 2004, beginning at 9:30 a.m., and the meeting will continue on August 5, if necessary. The meeting will be held in the Bessie Coleman Conference Center, Federal Aviation Administration, Orville Wright Building, Second Floor, 800 Independence Avenue, SW, Washington, DC. 20591. We are sending similar letters to all U.S. and Canadian scheduled air carriers currently conducting scheduled service at O'Hare and to the airport operator. A notice of the meeting was issued today and is on display at the Federal Register. A copy is enclosed for your reference. An electronic copy is also available via the Internet on the Department of Transportation Docket Management System, Docket FAA-2004-16944. That website address is <http://dms.dot.gov>.

The Secretary of Transportation is authorized under the Federal Aviation Act (49 U.S.C. § 41722) to ask air carriers to meet with the FAA Administrator to discuss flight scheduling reductions at severely congested airports during peak operating hours. In January of 2004, following several months in which delays at O'Hare and emanating from the airport through the national airspace system (NAS) had reached unacceptable levels, I determined that such a meeting regarding severe congestion at O'Hare was necessary. The Secretary then made a similar determination that a meeting was needed to meet a serious transportation need or important public benefit. Before the meeting was to occur, however, the FAA reached agreement with each of the two largest operators at O'Hare regarding reductions in their scheduled service during peak hours and, thereafter, entered an order implementing the reductions. *See* Docket FAA-2004-16944 for FAA Orders issued on January 21, 2004, and amended on April 21, 2004. In these Orders, we made clear our intention to conduct a scheduling reduction meeting if the consensual reductions did not achieve their desired effect.

The Orders limiting scheduled operations during certain hours at O'Hare by American Airlines and United Airlines will expire in just three months, as of October 30, 2004. Moreover, even with the reductions by those carriers, the statistics for air traffic at

O'Hare continue to show overscheduling and excessive delays. Daily scheduled operations published for August remain approximately 170 flights above the daily August 2003 scheduled flights. Several of the busiest traffic days ever recorded at O'Hare occurred since late June. On July 1, there were 2,968 operations, just 8 fewer than the previous record on August 31, 2001. Unfortunately, in May 2004, a NAS monthly record of 14,495 total delays was also established. Although the level of delays has fluctuated from month to month, and weather has played a major factor, the overall trend of delays remains unacceptably high when recent periods are compared to the period before November, 2003. The cumulative number of delays for this calendar year as of June 30 is 58,578; that figure is more than the respective full-year totals for each of 2000, 2001, and 2002.

Based on these and other factors, I have again determined that a scheduling reduction meeting regarding O'Hare is necessary, and the Secretary has made a similar determination that such a meeting is needed to meet a serious transportation need or important public benefit. At the meeting I look forward to summarizing the data available to the Department concerning delays at O'Hare and to providing our views concerning available options to relieve the congestion problem at O'Hare given limitations at the airport. We are interested in obtaining your views concerning the O'Hare congestion problem and will provide you with the opportunity both to provide written information to the agency and to express your views to representatives of the FAA during the scheduling reduction sessions described in the procedures for the conduct of the meeting, which are referred to below.

Because the scheduling reduction meeting and all preparations for it are subject to the antitrust laws, the FAA has worked closely with the Department of Justice, Antitrust Division on procedures for the conduct of the meeting that should help ensure legal compliance. Copies of the FAA letter to the Antitrust Division and their response are incorporated in the Federal Register notice. As noted in this correspondence, communications among carriers regarding competitively sensitive information could result in a violation of the antitrust laws and lead to civil or criminal liability. Thus, the procedures outlined in the notice provide for a series of scheduling reduction sessions to be conducted separately by FAA staff with each air carrier attending the meeting. We will also meet with representatives of the airport operator. The FAA requests the cooperation of all participants at the meeting in adhering to the procedures outlined in the notice.

The scheduling targets we plan to use for the meeting will be posted on the FAA's website not later than 9 a.m. EDT on Monday, August 2. The website address is <http://www.faa.gov>.

Also enclosed is a copy of our records reflecting a summary of your August 5, 2004, scheduled arrivals and departures at O'Hare in 15-minute increments. The FAA's Air Traffic Organization will work with your scheduling or operational departments to verify this information prior to the meeting. Additionally, please note that the Federal Register notice requests that you advise us by Monday, August 2, whether you will participate in the meeting and who your representative(s) will be.

We recognize that schedule adjustments may include some difficult decisions by your company as we move to improve the operational performance at O'Hare. We appreciate your full consideration and cooperation to resolve these issues.

Sincerely,

A handwritten signature in cursive script, appearing to read "Marion".

Marion C. Blakey
Administrator

Enclosures

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=IDE | Facility=ORD

#	Hour	Qtr	Departures	Arrivals	Total
1	6	2	1	0	1
2	7	2	1	0	1
3	7	3	0	1	1
4	8	1	1	0	1
5	8	4	0	1	1
6	9	3	1	0	1
7	10	2	0	1	1
8	10	4	1	0	1
9	11	4	0	1	1
10	12	2	1	0	1
11	14	1	0	1	1
12	14	3	1	0	1
13	15	2	0	1	1
14	16	1	1	0	1
15	16	4	0	1	1
16	17	2	1	0	1
17	17	4	0	1	1
18	18	2	1	0	1
19	19	1	0	1	1
20	19	3	1	0	1
21	20	1	0	1	1
22	20	3	1	0	1
23	21	3	0	1	1
24	22	4	0	1	1
Total:			12	12	24

FSDS Data was last Updated on 7/24/04.



U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

July 28, 2004

Mr. Connie Kalitta
President and CEO
Kalitta Air

818 Willow Run Airport
Ypsilanti, MI 48198

Dear Mr. Kalitta:

I am writing to request the participation of Kalitta Air in a meeting regarding flight schedules at Chicago O'Hare International Airport (O'Hare) that we plan to conduct to reduce delays and improve on-time performance at the airport. The Federal Aviation Administration (FAA) will hold the scheduling reduction meeting on August 4, 2004, beginning at 9:30 a.m., and the meeting will continue on August 5, if necessary. The meeting will be held in the Bessie Coleman Conference Center, Federal Aviation Administration, Orville Wright Building, Second Floor, 800 Independence Avenue, SW, Washington, DC. 20591. We are sending similar letters to all U.S. and Canadian scheduled air carriers currently conducting scheduled service at O'Hare and to the airport operator. A notice of the meeting was issued today and is on display at the Federal Register. A copy is enclosed for your reference. An electronic copy is also available via the Internet on the Department of Transportation Docket Management System, Docket FAA-2004-16944. That website address is <http://dms.dot.gov>.

The Secretary of Transportation is authorized under the Federal Aviation Act (49 U.S.C. § 41722) to ask air carriers to meet with the FAA Administrator to discuss flight scheduling reductions at severely congested airports during peak operating hours. In January of 2004, following several months in which delays at O'Hare and emanating from the airport through the national airspace system (NAS) had reached unacceptable levels, I determined that such a meeting regarding severe congestion at O'Hare was necessary. The Secretary then made a similar determination that a meeting was needed to meet a serious transportation need or important public benefit. Before the meeting was to occur, however, the FAA reached agreement with each of the two largest operators at O'Hare regarding reductions in their scheduled service during peak hours and, thereafter, entered an order implementing the reductions. *See* Docket FAA-2004-16944 for FAA Orders issued on January 21, 2004, and amended on April 21, 2004. In these Orders, we made clear our intention to conduct a scheduling reduction meeting if the consensual reductions did not achieve their desired effect.

The Orders limiting scheduled operations during certain hours at O'Hare by American Airlines and United Airlines will expire in just three months, as of October 30, 2004. Moreover, even with the reductions by those carriers, the statistics for air traffic at O'Hare continue to show overscheduling and excessive delays. Daily scheduled

operations published for August remain approximately 170 flights above the daily August 2003 scheduled flights. Several of the busiest traffic days ever recorded at O'Hare occurred since late June. On July 1, there were 2,968 operations, just 8 fewer than the previous record on August 31, 2001. Unfortunately, in May 2004, a NAS monthly record of 14,495 total delays was also established. Although the level of delays has fluctuated from month to month, and weather has played a major factor, the overall trend of delays remains unacceptably high when recent periods are compared to the period before November, 2003. The cumulative number of delays for this calendar year as of June 30 is 58,578; that figure is more than the respective full-year totals for each of 2000, 2001, and 2002.

Based on these and other factors, I have again determined that a scheduling reduction meeting regarding O'Hare is necessary, and the Secretary has made a similar determination that such a meeting is needed to meet a serious transportation need or important public benefit. At the meeting I look forward to summarizing the data available to the Department concerning delays at O'Hare and to providing our views concerning available options to relieve the congestion problem at O'Hare given limitations at the airport. We are interested in obtaining your views concerning the O'Hare congestion problem and will provide you with the opportunity both to provide written information to the agency and to express your views to representatives of the FAA during the scheduling reduction sessions described in the procedures for the conduct of the meeting, which are referred to below.

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The scheduling targets we plan to use for the meeting will be posted on the FAA's website not later than 9 a.m. EDT on Monday, August 2. The website address is <http://www.faa.gov>.

Also enclosed is a copy of our records reflecting a summary of your August 5, 2004, scheduled arrivals and departures at O'Hare in 15-minute increments. The FAA's Air Traffic Organization will work with your scheduling or operational departments to verify this information prior to the meeting. Additionally, please note that the Federal Register notice requests that you advise us by Monday, August 2 whether you will participate in the meeting and who your representative(s) will be.

We recognize that schedule adjustments may include some difficult decisions by your company as we move to improve the operational performance at O'Hare. We appreciate your full consideration and cooperation to resolve these issues.

Sincerely,

A handwritten signature in cursive script, appearing to read "Marion", written in dark ink.

Marion C. Blakey
Administrator

Enclosures

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=AFC | Facility=ORD

#	Hour	Qtr	Departures	Arrivals	Total
1	0	3	1	0	1
2	17	1	0	1	1
3	19	1	1	0	1
4	21	1	1	0	1
Total:			3	1	4

FSDS Data was last Updated on 7/24/04.



U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

July 28, 2004

Mr. Richard H. Anderson
Chief Executive Officer
Northwest Airlines
2700 Lone Oak Parkway
Eagan, MN 55121-1534

Dear Mr. Anderson:

I am writing to request the participation of Northwest Airlines in a meeting regarding flight schedules at Chicago O'Hare International Airport (O'Hare) that we plan to conduct to reduce delays and improve on-time performance at the airport. The Federal Aviation Administration (FAA) will hold the scheduling reduction meeting on August 4, 2004, beginning at 9:30 a.m., and the meeting will continue on August 5, if necessary. The meeting will be held in the Bessie Coleman Conference Center, Federal Aviation Administration, Orville Wright Building, Second Floor, 800 Independence Avenue, SW, Washington, DC. 20591. We are sending similar letters to all U.S. and Canadian scheduled air carriers currently conducting scheduled service at O'Hare and to the airport operator. A notice of the meeting was issued today and is on display at the Federal Register. A copy is enclosed for your reference. An electronic copy is also available via the Internet on the Department of Transportation Docket Management System, Docket FAA-2004-16944. That website address is <http://dms.dot.gov>.

The Secretary of Transportation is authorized under the Federal Aviation Act (49 U.S.C. § 41722) to ask air carriers to meet with the FAA Administrator to discuss flight scheduling reductions at severely congested airports during peak operating hours. In January of 2004, following several months in which delays at O'Hare and emanating from the airport through the national airspace system (NAS) had reached unacceptable levels, I determined that such a meeting regarding severe congestion at O'Hare was necessary. The Secretary then made a similar determination that a meeting was needed to meet a serious transportation need or important public benefit. Before the meeting was to occur, however, the FAA reached agreement with each of the two largest operators at O'Hare regarding reductions in their scheduled service during peak hours and, thereafter, entered an order implementing the reductions. See Docket FAA-2004-16944 for FAA Orders issued on January 21, 2004, and amended on April 21, 2004. In these Orders, we made clear our intention to conduct a scheduling reduction meeting if the consensual reductions did not achieve their desired effect.

The Orders limiting scheduled operations during certain hours at O'Hare by American Airlines and United Airlines will expire in just three months, as of October 30, 2004. Moreover, even with the reductions by those carriers, the statistics for air traffic at

O'Hare continue to show overscheduling and excessive delays. Daily scheduled operations published for August remain approximately 170 flights above the daily August 2003 scheduled flights. Several of the busiest traffic days ever recorded at O'Hare occurred since late June. On July 1, there were 2,968 operations, just 8 fewer than the previous record on August 31, 2001. Unfortunately, in May 2004, a NAS monthly record of 14,495 total delays was also established. Although the level of delays has fluctuated from month to month, and weather has played a major factor, the overall trend of delays remains unacceptably high when recent periods are compared to the period before November, 2003. The cumulative number of delays for this calendar year as of June 30 is 58,578; that figure is more than the respective full-year totals for each of 2000, 2001, and 2002.

Based on these and other factors, I have again determined that a scheduling reduction meeting regarding O'Hare is necessary, and the Secretary has made a similar determination that such a meeting is needed to meet a serious transportation need or important public benefit. At the meeting I look forward to summarizing the data available to the Department concerning delays at O'Hare and to providing our views concerning available options to relieve the congestion problem at O'Hare given limitations at the airport. We are interested in obtaining your views concerning the O'Hare congestion problem and will provide you with the opportunity both to provide written information to the agency and to express your views to representatives of the FAA during the scheduling reduction sessions described in the procedures for the conduct of the meeting, which are referred to below.

Because the scheduling reduction meeting and all preparations for it are subject to the antitrust laws, the FAA has worked closely with the Department of Justice, Antitrust Division on procedures for the conduct of the meeting that should help ensure legal compliance. Copies of the FAA letter to the Antitrust Division and their response are incorporated in the Federal Register notice. As noted in this correspondence, communications among carriers regarding competitively sensitive information could result in a violation of the antitrust laws and lead to civil or criminal liability. Thus, the procedures outlined in the notice provide for a series of scheduling reduction sessions to be conducted separately by FAA staff with each air carrier attending the meeting. We will also meet with representatives of the airport operator. The FAA requests the cooperation of all participants at the meeting in adhering to the procedures outlined in the notice.

The scheduling targets we plan to use for the meeting will be posted on the FAA's website not later than 9 a.m. EDT on Monday, August 2. The website address is <http://www.faa.gov>.

Also enclosed is a copy of our records reflecting a summary of your August 5, 2004, scheduled arrivals and departures at O'Hare in 15-minute increments. The FAA's Air Traffic Organization will work with your scheduling or operational departments to verify this information prior to the meeting. Additionally, please note that the Federal Register notice requests that you advise us by Monday, August 2, whether you will participate in the meeting and who your representative(s) will be.

We recognize that schedule adjustments may include some difficult decisions by your company as we move to improve the operational performance at O'Hare. We appreciate your full consideration and cooperation to resolve these issues.

Sincerely,

A handwritten signature in cursive script, appearing to read "Marion".

Marion C. Blakey
Administrator

Enclosures

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=NWA,NWA | Facility=ORD

#	Hour	Qtr	Departures	Arrivals	Total
1	3	4	1	0	1
2	6	1	1	0	1
3	6	4	1	0	1
4	7	1	2	1	3
5	8	1	1	1	2
6	9	1	2	0	2
7	9	2	0	2	2
8	10	1	1	1	2
9	10	2	1	1	2
10	11	1	1	0	1
11	12	1	2	0	2
12	12	2	0	2	2
13	13	1	1	0	1
14	13	3	1	0	1
15	14	2	0	1	1
16	15	1	1	0	1
17	15	2	0	2	2
18	16	1	2	1	3
19	16	2	0	1	1
20	16	3	1	0	1
21	17	1	1	1	2
22	17	2	0	1	1
23	17	4	1	0	1
24	18	1	1	0	1
25	18	2	0	1	1
26	19	1	1	2	3
27	20	1	1	1	2
28	20	2	0	1	1
29	21	1	1	2	3
30	22	2	0	1	1
31	23	1	0	1	1
32	23	3	0	1	1
Total:			25	25	50

FSDS Data was last Updated on 7/24/04.

Includes Northwest and Northwest Airlink (Mesaba)



U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

July 28, 2004

Mr. John G. Spanjers
President and COO
Mesaba Aviation, Inc.
1000 Blue Gentian Road
Suite 200
Eagan, MN 55121

Dear Mr. Spanjers:

I am writing to request the participation of Mesaba Aviation, Inc. in a meeting regarding flight schedules at Chicago O'Hare International Airport (O'Hare) that we plan to conduct to reduce delays and improve on-time performance at the airport. The Federal Aviation Administration (FAA) will hold the scheduling reduction meeting on August 4, 2004, beginning at 9:30 a.m., and the meeting will continue on August 5, if necessary. The meeting will be held in the Bessie Coleman Conference Center, Federal Aviation Administration, Orville Wright Building, Second Floor, 800 Independence Avenue, SW, Washington, DC. 20591. We are sending similar letters to all U.S. and Canadian scheduled air carriers currently conducting scheduled service at O'Hare and to the airport operator. A notice of the meeting was issued today and is on display at the Federal Register. A copy is enclosed for your reference. An electronic copy is also available via the Internet on the Department of Transportation Docket Management System, Docket FAA-2004-16944. That website address is <http://dms.dot.gov>.

The Secretary of Transportation is authorized under the Federal Aviation Act (49 U.S.C. § 41722) to ask air carriers to meet with the FAA Administrator to discuss flight scheduling reductions at severely congested airports during peak operating hours. In January of 2004, following several months in which delays at O'Hare and emanating from the airport through the national airspace system (NAS) had reached unacceptable levels, I determined that such a meeting regarding severe congestion at O'Hare was necessary. The Secretary then made a similar determination that a meeting was needed to meet a serious transportation need or important public benefit. Before the meeting was to occur, however, the FAA reached agreement with each of the two largest operators at O'Hare regarding reductions in their scheduled service during peak hours and, thereafter, entered an order implementing the reductions. *See* Docket FAA-2004-16944 for FAA Orders issued on January 21, 2004, and amended on April 21, 2004. In these Orders, we made clear our intention to conduct a scheduling reduction meeting if the consensual reductions did not achieve their desired effect.

The Orders limiting scheduled operations during certain hours at O'Hare by American Airlines and United Airlines will expire in just three months, as of October 30, 2004.

Moreover, even with the reductions by those carriers, the statistics for air traffic at O'Hare continue to show overscheduling and excessive delays. Daily scheduled operations published for August remain approximately 170 flights above the daily August 2003 scheduled flights. Several of the busiest traffic days ever recorded at O'Hare occurred since late June. On July 1, there were 2,968 operations, just 8 fewer than the previous record on August 31, 2001. Unfortunately, in May 2004, a NAS monthly record of 14,495 total delays was also established. Although the level of delays has fluctuated from month to month, and weather has played a major factor, the overall trend of delays remains unacceptably high when recent periods are compared to the period before November, 2003. The cumulative number of delays for this calendar year as of June 30 is 58,578; that figure is more than the respective full-year totals for each of 2000, 2001, and 2002.

Based on these and other factors, I have again determined that a scheduling reduction meeting regarding O'Hare is necessary, and the Secretary has made a similar determination that such a meeting is needed to meet a serious transportation need or important public benefit. At the meeting I look forward to summarizing the data available to the Department concerning delays at O'Hare and to providing our views concerning available options to relieve the congestion problem at O'Hare given limitations at the airport. We are interested in obtaining your views concerning the O'Hare congestion problem and will provide you with the opportunity both to provide written information to the agency and to express your views to representatives of the FAA during the scheduling reduction sessions described in the procedures for the conduct of the meeting, which are referred to below.

Because the scheduling reduction meeting and all preparations for it are subject to the antitrust laws, the FAA has worked closely with the Department of Justice, Antitrust Division on procedures for the conduct of the meeting that should help ensure legal compliance. Copies of the FAA letter to the Antitrust Division and their response are incorporated in the Federal Register notice. As noted in this correspondence, communications among carriers regarding competitively sensitive information could result in a violation of the antitrust laws and lead to civil or criminal liability. Thus, the procedures outlined in the notice provide for a series of scheduling reduction sessions to be conducted separately by FAA staff with each air carrier attending the meeting. We will also meet with representatives of the airport operator. The FAA requests the cooperation of all participants at the meeting in adhering to the procedures outlined in the notice.

The scheduling targets we plan to use for the meeting will be posted on the FAA's website not later than 9 a.m. EDT on Monday, August 2. The website address is <http://www.faa.gov>.

Also enclosed is a copy of our records reflecting a summary of your August 5, 2004, scheduled arrivals and departures at O'Hare in 15-minute increments. The FAA's Air Traffic Organization will work with your scheduling or operational departments to verify this information prior to the meeting. Additionally, please note that the Federal Register notice requests that you advise us by Monday, August 2, whether you will participate in the meeting and who your representative(s) will be.

We recognize that schedule adjustments may include some difficult decisions by your company as we move to improve the operational performance at O'Hare. We appreciate your full consideration and cooperation to resolve these issues.

Sincerely,

A handwritten signature in cursive script, appearing to read "Marion".

Marion C. Blakey
Administrator

Enclosures

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=NWA,NWA | Facility=ORD

# Carrier	Carrier Name	Hour	Qtr	Departures	Arrivals	Total
1 NWA	MESABA AIRLINES	9	2	0	1	1
2 NWA	MESABA AIRLINES	10	1	1	1	2
3 NWA	MESABA AIRLINES	11	1	1	0	1
4 NWA	MESABA AIRLINES	16	1	0	1	1
5 NWA	MESABA AIRLINES	16	3	1	0	1
6 NWA	MESABA AIRLINES	20	1	0	1	1
7 NWA	MESABA AIRLINES	21	1	1	0	1
8 NWA	NORTHWEST AIRLINES	3	4	1	0	1
9 NWA	NORTHWEST AIRLINES	6	1	1	0	1
10 NWA	NORTHWEST AIRLINES	6	4	1	0	1
11 NWA	NORTHWEST AIRLINES	7	1	2	1	3
12 NWA	NORTHWEST AIRLINES	8	1	1	1	2
13 NWA	NORTHWEST AIRLINES	9	1	2	0	2
14 NWA	NORTHWEST AIRLINES	9	2	0	1	1
15 NWA	NORTHWEST AIRLINES	10	2	1	1	2
16 NWA	NORTHWEST AIRLINES	12	1	2	0	2
17 NWA	NORTHWEST AIRLINES	12	2	0	2	2
18 NWA	NORTHWEST AIRLINES	13	1	1	0	1
19 NWA	NORTHWEST AIRLINES	13	3	1	0	1
20 NWA	NORTHWEST AIRLINES	14	2	0	1	1
21 NWA	NORTHWEST AIRLINES	15	1	1	0	1
22 NWA	NORTHWEST AIRLINES	15	2	0	2	2
23 NWA	NORTHWEST AIRLINES	16	1	2	0	2
24 NWA	NORTHWEST AIRLINES	16	2	0	1	1
25 NWA	NORTHWEST AIRLINES	17	1	1	1	2
26 NWA	NORTHWEST AIRLINES	17	2	0	1	1
27 NWA	NORTHWEST AIRLINES	17	4	1	0	1
28 NWA	NORTHWEST AIRLINES	18	1	1	0	1
29 NWA	NORTHWEST AIRLINES	18	2	0	1	1
30 NWA	NORTHWEST AIRLINES	19	1	1	2	3
31 NWA	NORTHWEST AIRLINES	20	1	1	0	1
32 NWA	NORTHWEST AIRLINES	20	2	0	1	1
33 NWA	NORTHWEST AIRLINES	21	1	0	2	2
34 NWA	NORTHWEST AIRLINES	22	2	0	1	1
35 NWA	NORTHWEST AIRLINES	23	1	0	1	1
36 NWA	NORTHWEST AIRLINES	23	3	0	1	1
Total:				25	25	50

FSDS Data was last Updated on 7/24/04.



U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

July 28, 2004

Mr. Scott Dolan
Chief Operating Officer
Polar Air Cargo
2000 Westchester Avenue
Purchase, NY 10577-2543

Dear Mr. Dolan:

I am writing to request the participation of Polar Air Cargo in a meeting regarding flight schedules at Chicago O'Hare International Airport (O'Hare) that we plan to conduct to reduce delays and improve on-time performance at the airport. The Federal Aviation Administration (FAA) will hold the scheduling reduction meeting on August 4, 2004, beginning at 9:30 a.m., and the meeting will continue on August 5, if necessary. The meeting will be held in the Bessie Coleman Conference Center, Federal Aviation Administration, Orville Wright Building, Second Floor, 800 Independence Avenue, SW, Washington, DC. 20591. We are sending similar letters to all U.S. and Canadian scheduled air carriers currently conducting scheduled service at O'Hare and to the airport operator. A notice of the meeting was issued today and is on display at the Federal Register. A copy is enclosed for your reference. An electronic copy is also available via the Internet on the Department of Transportation Docket Management System, Docket FAA-2004-16944. That website address is <http://dms.dot.gov>.

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operations published for August remain approximately 170 flights above the daily August 2003 scheduled flights. Several of the busiest traffic days ever recorded at O'Hare occurred since late June. On July 1, there were 2,968 operations, just 8 fewer than the previous record on August 31, 2001. Unfortunately, in May 2004, a NAS monthly record of 14,495 total delays was also established. Although the level of delays has fluctuated from month to month, and weather has played a major factor, the overall trend of delays remains unacceptably high when recent periods are compared to the period before November, 2003. The cumulative number of delays for this calendar year as of June 30 is 58,578; that figure is more than the respective full-year totals for each of 2000, 2001, and 2002.

Based on these and other factors, I have again determined that a scheduling reduction meeting regarding O'Hare is necessary, and the Secretary has made a similar determination that such a meeting is needed to meet a serious transportation need or important public benefit. At the meeting I look forward to summarizing the data available to the Department concerning delays at O'Hare and to providing our views concerning available options to relieve the congestion problem at O'Hare given limitations at the airport. We are interested in obtaining your views concerning the O'Hare congestion problem and will provide you with the opportunity both to provide written information to the agency and to express your views to representatives of the FAA during the scheduling reduction sessions described in the procedures for the conduct of the meeting, which are referred to below.

Because the scheduling reduction meeting and all preparations for it are subject to the antitrust laws, the FAA has worked closely with the Department of Justice, Antitrust Division on procedures for the conduct of the meeting that should help ensure legal compliance. Copies of the FAA letter to the Antitrust Division and their response are incorporated in the Federal Register notice. As noted in this correspondence, communications among carriers regarding competitively sensitive information could result in a violation of the antitrust laws and lead to civil or criminal liability. Thus, the procedures outlined in the notice provide for a series of scheduling reduction sessions to be conducted separately by FAA staff with each air carrier attending the meeting. We will also meet with representatives of the airport operator. The FAA requests the cooperation of all participants at the meeting in adhering to the procedures outlined in the notice.

The scheduling targets we plan to use for the meeting will be posted on the FAA's website not later than 9 a.m. EDT on Monday, August 2. The website address is <http://www.faa.gov>.

Also enclosed is a copy of our records reflecting a summary of your August 5, 2004, scheduled arrivals and departures at O'Hare in 15-minute increments. The FAA's Air Traffic Organization will work with your scheduling or operational departments to verify this information prior to the meeting. Additionally, please note that the Federal Register notice requests that you advise us by Monday, August 2, whether you will participate in the meeting and who your representative(s) will be.

We recognize that schedule adjustments may include some difficult decisions by your company as we move to improve the operational performance at O'Hare. We appreciate your full consideration and cooperation to resolve these issues.

Sincerely,

A handwritten signature in cursive script, appearing to read "Marion".

Marion C. Blakey
Administrator

Enclosures

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=IOS,PAC,PAC | Facility=ORD

#	Hour	Qtr	Departures	Arrivals	Total
1	0	2	0	1	1
2	2	4	0	1	1
3	3	4	1	0	1
4	4	4	1	0	1
5	11	2	0	1	1
6	14	3	0	1	1
7	16	4	1	0	1
8	19	1	0	1	1
9	22	3	2	0	2
Total:			5	5	10

FSDS Data was last Updated on 7/24/04.



U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

July 28, 2004

Mr. Jacob M. Schorr
Chairman, President and CEO
Spirit Airlines, Inc.
2800 Executive Way
Miramar, FL 33025

Dear Mr. Schorr:

I am writing to request the participation of Spirit Airlines, Inc. in a meeting regarding flight schedules at Chicago O'Hare International Airport (O'Hare) that we plan to conduct to reduce delays and improve on-time performance at the airport. The Federal Aviation Administration (FAA) will hold the scheduling reduction meeting on August 4, 2004, beginning at 9:30 a.m., and the meeting will continue on August 5, if necessary. The meeting will be held in the Bessie Coleman Conference Center, Federal Aviation Administration, Orville Wright Building, Second Floor, 800 Independence Avenue, SW, Washington, DC. 20591. We are sending similar letters to all U.S. and Canadian scheduled air carriers currently conducting scheduled service at O'Hare and to the airport operator. A notice of the meeting was issued today and is on display at the Federal Register. A copy is enclosed for your reference. An electronic copy is also available via the Internet on the Department of Transportation Docket Management System, Docket FAA-2004-16944. That website address is <http://dms.dot.gov>.

The Secretary of Transportation is authorized under the Federal Aviation Act (49 U.S.C. § 41722) to ask air carriers to meet with the FAA Administrator to discuss flight scheduling reductions at severely congested airports during peak operating hours. In January of 2004, following several months in which delays at O'Hare and emanating from the airport through the national airspace system (NAS) had reached unacceptable levels, I determined that such a meeting regarding severe congestion at O'Hare was necessary. The Secretary then made a similar determination that a meeting was needed to meet a serious transportation need or important public benefit. Before the meeting was to occur, however, the FAA reached agreement with each of the two largest operators at O'Hare regarding reductions in their scheduled service during peak hours and, thereafter, entered an order implementing the reductions. See Docket FAA-2004-16944 for FAA Orders issued on January 21, 2004, and amended on April 21, 2004. In these Orders, we made clear our intention to conduct a scheduling reduction meeting if the consensual reductions did not achieve their desired effect.

The Orders limiting scheduled operations during certain hours at O'Hare by American Airlines and United Airlines will expire in just three months, as of October 30, 2004. Moreover, even with the reductions by those carriers, the statistics for air traffic at

O'Hare continue to show overscheduling and excessive delays. Daily scheduled operations published for August remain approximately 170 flights above the daily August 2003 scheduled flights. Several of the busiest traffic days ever recorded at O'Hare occurred since late June. On July 1, there were 2,968 operations, just 8 fewer than the previous record on August 31, 2001. Unfortunately, in May 2004, a NAS monthly record of 14,495 total delays was also established. Although the level of delays has fluctuated from month to month, and weather has played a major factor, the overall trend of delays remains unacceptably high when recent periods are compared to the period before November, 2003. The cumulative number of delays for this calendar year as of June 30 is 58,578; that figure is more than the respective full-year totals for each of 2000, 2001, and 2002.

Based on these and other factors, I have again determined that a scheduling reduction meeting regarding O'Hare is necessary, and the Secretary has made a similar determination that such a meeting is needed to meet a serious transportation need or important public benefit. At the meeting I look forward to summarizing the data available to the Department concerning delays at O'Hare and to providing our views concerning available options to relieve the congestion problem at O'Hare given limitations at the airport. We are interested in obtaining your views concerning the O'Hare congestion problem and will provide you with the opportunity both to provide written information to the agency and to express your views to representatives of the FAA during the scheduling reduction sessions described in the procedures for the conduct of the meeting, which are referred to below.

Because the scheduling reduction meeting and all preparations for it are subject to the antitrust laws, the FAA has worked closely with the Department of Justice, Antitrust Division on procedures for the conduct of the meeting that should help ensure legal compliance. Copies of the FAA letter to the Antitrust Division and their response are incorporated in the Federal Register notice. As noted in this correspondence, communications among carriers regarding competitively sensitive information could result in a violation of the antitrust laws and lead to civil or criminal liability. Thus, the procedures outlined in the notice provide for a series of scheduling reduction sessions to be conducted separately by FAA staff with each air carrier attending the meeting. We will also meet with representatives of the airport operator. The FAA requests the cooperation of all participants at the meeting in adhering to the procedures outlined in the notice.

The scheduling targets we plan to use for the meeting will be posted on the FAA's website not later than 9 a.m. EDT on Monday, August 2. The website address is <http://www.faa.gov>.

Also enclosed is a copy of our records reflecting a summary of your August 5, 2004, scheduled arrivals and departures at O'Hare in 15-minute increments. The FAA's Air Traffic Organization will work with your scheduling or operational departments to verify this information prior to the meeting. Additionally, please note that the Federal Register notice requests that you advise us by Monday, August 2, whether you will participate in the meeting and who your representative(s) will be.

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=NKS | Facility=ORD

#	Hour	Qtr	Departures	Arrivals	Total
1	6	1	0	1	1
2	6	3	0	1	1
3	7	2	1	0	1
4	7	3	1	0	1
5	9	3	0	1	1
6	9	4	0	1	1
7	10	3	1	0	1
8	10	4	1	0	1
9	12	3	0	1	1
10	13	3	1	0	1
11	16	4	0	1	1
12	17	3	0	1	1
13	17	4	1	0	1
14	18	2	1	0	1
15	20	1	0	1	1
16	20	2	0	1	1
17	20	4	1	0	1
18	21	2	1	0	1
Total:			9	9	18

FSDS Data was last Updated on 7/24/04.



U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

July 28, 2004

Mr. Glenn F. Tilton
Chairman, President and CEO
United Airlines
1200 East Algonquin Road
Elk Grove Township, IL 60007

Dear Mr. Tilton:

I am writing to request the participation of United Airlines in a meeting regarding flight schedules at Chicago O'Hare International Airport (O'Hare) that we plan to conduct to reduce delays and improve on-time performance at the airport. The Federal Aviation Administration (FAA) will hold the scheduling reduction meeting on August 4, 2004, beginning at 9:30 a.m., and the meeting will continue on August 5, if necessary. The meeting will be held in the Bessie Coleman Conference Center, Federal Aviation Administration, Orville Wright Building, Second Floor, 800 Independence Avenue, SW, Washington, DC. 20591. We are sending similar letters to all U.S. and Canadian scheduled air carriers currently conducting scheduled service at O'Hare and to the airport operator. A notice of the meeting was issued today and is on display at the Federal Register. A copy is enclosed for your reference. An electronic copy is also available via the Internet on the Department of Transportation Docket Management System, Docket FAA-2004-16944. That website address is <http://dms.dot.gov>.

The Secretary of Transportation is authorized under the Federal Aviation Act (49 U.S.C. § 41722) to ask air carriers to meet with the FAA Administrator to discuss flight scheduling reductions at severely congested airports during peak operating hours. In January of 2004, following several months in which delays at O'Hare and emanating from the airport through the national airspace system (NAS) had reached unacceptable levels, I determined that such a meeting regarding severe congestion at O'Hare was necessary. The Secretary then made a similar determination that a meeting was needed to meet a serious transportation need or important public benefit. Before the meeting was to occur, however, the FAA reached agreement with each of the two largest operators at O'Hare regarding reductions in their scheduled service during peak hours and, thereafter, entered an order implementing the reductions. See Docket FAA-2004-16944 for FAA Orders issued on January 21, 2004, and amended on April 21, 2004. In these Orders, we made clear our intention to conduct a scheduling reduction meeting if the consensual reductions did not achieve their desired effect.

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operations published for August remain approximately 170 flights above the daily August 2003 scheduled flights. Several of the busiest traffic days ever recorded at O'Hare occurred since late June. On July 1, there were 2,968 operations, just 8 fewer than the previous record on August 31, 2001. Unfortunately, in May 2004, a NAS monthly record of 14,495 total delays was also established. Although the level of delays has fluctuated from month to month, and weather has played a major factor, the overall trend of delays remains unacceptably high when recent periods are compared to the period before November, 2003. The cumulative number of delays for this calendar year as of June 30 is 58,578; that figure is more than the respective full-year totals for each of 2000, 2001, and 2002.

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The scheduling targets we plan to use for the meeting will be posted on the FAA's website not later than 9 a.m. EDT on Monday, August 2. The website address is <http://www.faa.gov>.

Also enclosed is a copy of our records reflecting a summary of your August 5, 2004, scheduled arrivals and departures at O'Hare in 15-minute increments. The FAA's Air Traffic Organization will work with your scheduling or operational departments to verify this information prior to the meeting. Additionally, please note that the Federal Register notice requests that you advise us by Monday, August 2 whether you will participate in the meeting and who your representative(s) will be.

We recognize that schedule adjustments may include some difficult decisions by your company as we move to improve the operational performance at O'Hare. We appreciate your full consideration and cooperation to resolve these issues.

Sincerely,

A handwritten signature in cursive script, appearing to read "Marion".

Marion C. Blakey
Administrator

Enclosures

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=UAL | Facility=ORD

#	Hour	Qtr	Departures	Arrivals	Total
1	0	1	0	1	1
2	0	2	0	1	1
3	4	4	0	4	4
4	5	1	0	3	3
5	5	2	0	5	5
6	5	3	0	1	1
7	5	4	0	2	2
8	6	1	3	1	4
9	6	2	2	4	6
10	6	3	13	3	16
11	6	4	9	13	22
12	7	1	12	17	29
13	7	2	0	11	11
14	7	3	5	3	8
15	7	4	12	9	21
16	8	1	23	9	32
17	8	2	6	8	14
18	8	3	6	5	11
19	8	4	5	18	23
20	9	1	16	15	31
21	9	2	10	13	23
22	9	3	3	3	6
23	9	4	12	11	23
24	10	1	20	12	32
25	10	2	14	7	21
26	10	3	4	10	14
27	10	4	18	12	30
28	11	1	13	12	25
29	11	2	7	7	14
30	11	3	0	2	2
31	11	4	14	12	26
32	12	1	18	6	24
33	12	2	3	14	17
34	12	3	2	18	20
35	12	4	3	3	6
36	13	1	13	10	23
37	13	2	20	6	26
38	13	3	15	13	28
39	13	4	10	11	21
40	14	1	10	18	28
41	14	2	5	8	13
42	14	3	5	6	11
43	14	4	21	12	33
44	15	1	14	18	32
45	15	2	8	8	16
46	15	3	8	8	16

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=UAL | Facility=ORD

#	Hour	Qtr	Departures	Arrivals	Total
47	15	4	17	8	25
48	16	1	13	19	32
49	16	2	8	12	20
50	16	3	2	11	13
51	16	4	18	6	24
52	17	1	9	18	27
53	17	2	10	11	21
54	17	3	3	5	8
55	17	4	19	12	31
56	18	1	18	7	25
57	18	2	17	10	27
58	18	3	1	13	14
59	18	4	5	16	21
60	19	1	19	15	34
61	19	2	4	9	13
62	19	3	7	7	14
63	19	4	29	12	41
64	20	1	3	22	25
65	20	2	4	16	20
66	20	3	2	8	10
67	20	4	10	4	14
68	21	1	20	1	21
69	21	2	15	0	15
70	21	3	10	2	12
71	21	4	1	3	4
72	22	1	0	1	1
73	22	4	0	1	1
74	23	1	0	2	2
75	23	2	0	1	1
76	23	4	0	1	1
Total:			646	646	1292

FSDS Data was last Updated on 7/24/04.

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=UAL,UAL,UAL | Facility=ORD

Includes SkyWest, Trans States, Chautauqua, Mesa, AWAC, United, Ted

# Carrier	Carrier Name	Hour	Qtr	Departures	Arrivals	Total
1 UAL	UNITD EXP/SKYWEST	6	2	0	2	2
2 UAL	UNITD EXP/SKYWEST	6	4	1	3	4
3 UAL	UNITD EXP/SKYWEST	7	1	2	3	5
4 UAL	UNITD EXP/SKYWEST	7	3	1	0	1
5 UAL	UNITD EXP/SKYWEST	7	4	2	4	6
6 UAL	UNITD EXP/SKYWEST	8	1	3	2	5
7 UAL	UNITD EXP/SKYWEST	8	2	0	2	2
8 UAL	UNITD EXP/SKYWEST	8	3	4	1	5
9 UAL	UNITD EXP/SKYWEST	8	4	0	2	2
10 UAL	UNITD EXP/SKYWEST	9	1	2	1	3
11 UAL	UNITD EXP/SKYWEST	9	2	3	2	5
12 UAL	UNITD EXP/SKYWEST	9	4	0	1	1
13 UAL	UNITD EXP/SKYWEST	10	1	4	1	5
14 UAL	UNITD EXP/SKYWEST	10	2	1	1	2
15 UAL	UNITD EXP/SKYWEST	10	3	1	2	3
16 UAL	UNITD EXP/SKYWEST	10	4	1	0	1
17 UAL	UNITD EXP/SKYWEST	11	1	1	2	3
18 UAL	UNITD EXP/SKYWEST	11	2	2	2	4
19 UAL	UNITD EXP/SKYWEST	11	4	0	1	1
20 UAL	UNITD EXP/SKYWEST	12	1	2	1	3
21 UAL	UNITD EXP/SKYWEST	12	2	1	2	3
22 UAL	UNITD EXP/SKYWEST	12	3	1	3	4
23 UAL	UNITD EXP/SKYWEST	13	1	3	0	3
24 UAL	UNITD EXP/SKYWEST	13	2	2	1	3
25 UAL	UNITD EXP/SKYWEST	13	3	2	3	5
26 UAL	UNITD EXP/SKYWEST	13	4	0	1	1
27 UAL	UNITD EXP/SKYWEST	14	1	1	2	3
28 UAL	UNITD EXP/SKYWEST	14	2	2	0	2
29 UAL	UNITD EXP/SKYWEST	14	3	1	1	2
30 UAL	UNITD EXP/SKYWEST	14	4	2	1	3
31 UAL	UNITD EXP/SKYWEST	15	1	1	2	3
32 UAL	UNITD EXP/SKYWEST	15	2	1	1	2
33 UAL	UNITD EXP/SKYWEST	15	3	1	1	2
34 UAL	UNITD EXP/SKYWEST	15	4	3	1	4
35 UAL	UNITD EXP/SKYWEST	16	1	0	1	1
36 UAL	UNITD EXP/SKYWEST	16	2	2	1	3
37 UAL	UNITD EXP/SKYWEST	16	4	2	0	2
38 UAL	UNITD EXP/SKYWEST	17	1	0	4	4
39 UAL	UNITD EXP/SKYWEST	17	2	0	1	1
40 UAL	UNITD EXP/SKYWEST	17	3	0	1	1
41 UAL	UNITD EXP/SKYWEST	17	4	3	2	5
42 UAL	UNITD EXP/SKYWEST	18	1	0	2	2
43 UAL	UNITD EXP/SKYWEST	18	2	3	1	4
44 UAL	UNITD EXP/SKYWEST	18	3	0	2	2
45 UAL	UNITD EXP/SKYWEST	18	4	1	3	4

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=UAL,UAL,UAL | Facility=ORD

Includes SkyWest, Trans States, Chautauqua, Mesa, AWAC, United, Ted

# Carrier	Carrier Name	Hour	Qtr	Departures	Arrivals	Total
46 UAL	UNITD EXP/SKYWEST	19	1	4	1	5
47 UAL	UNITD EXP/SKYWEST	19	2	0	1	1
48 UAL	UNITD EXP/SKYWEST	19	3	0	1	1
49 UAL	UNITD EXP/SKYWEST	19	4	7	1	8
50 UAL	UNITD EXP/SKYWEST	20	1	0	2	2
51 UAL	UNITD EXP/SKYWEST	20	2	1	4	5
52 UAL	UNITD EXP/SKYWEST	20	4	1	0	1
53 UAL	UNITD EXP/SKYWEST	21	2	5	0	5
54 UAL	UNITD EXP/TRANS	7	2	0	2	2
55 UAL	UNITD EXP/TRANS	7	3	0	1	1
56 UAL	UNITD EXP/TRANS	8	1	1	0	1
57 UAL	UNITD EXP/TRANS	9	1	2	1	3
58 UAL	UNITD EXP/TRANS	10	2	1	0	1
59 UAL	UNITD EXP/TRANS	11	1	0	1	1
60 UAL	UNITD EXP/TRANS	11	2	0	1	1
61 UAL	UNITD EXP/TRANS	11	4	1	1	2
62 UAL	UNITD EXP/TRANS	12	1	1	0	1
63 UAL	UNITD EXP/TRANS	13	2	1	0	1
64 UAL	UNITD EXP/TRANS	14	1	0	1	1
65 UAL	UNITD EXP/TRANS	14	4	0	1	1
66 UAL	UNITD EXP/TRANS	15	1	1	1	2
67 UAL	UNITD EXP/TRANS	15	3	1	0	1
68 UAL	UNITD EXP/TRANS	15	4	1	0	1
69 UAL	UNITD EXP/TRANS	16	1	0	1	1
70 UAL	UNITD EXP/TRANS	16	3	0	1	1
71 UAL	UNITD EXP/TRANS	16	4	1	0	1
72 UAL	UNITD EXP/TRANS	17	2	1	0	1
73 UAL	UNITD EXP/TRANS	19	4	0	1	1
74 UAL	UNITD EXP/TRANS	20	1	0	1	1
75 UAL	UNITD EXP/TRANS	20	4	2	1	3
76 UAL	UNITD EXP/TRANS	21	2	1	0	1
77 UAL	UNITED AIRLINES	0	1	0	1	1
78 UAL	UNITED AIRLINES	0	2	0	1	1
79 UAL	UNITED AIRLINES	4	4	0	4	4
80 UAL	UNITED AIRLINES	5	1	0	2	2
81 UAL	UNITED AIRLINES	5	2	0	4	4
82 UAL	UNITED AIRLINES	5	3	0	1	1
83 UAL	UNITED AIRLINES	5	4	0	2	2
84 UAL	UNITED AIRLINES	6	1	3	0	3
85 UAL	UNITED AIRLINES	6	2	2	1	3
86 UAL	UNITED AIRLINES	6	3	9	2	11
87 UAL	UNITED AIRLINES	6	4	4	6	10
88 UAL	UNITED AIRLINES	7	1	6	6	12
89 UAL	UNITED AIRLINES	7	2	0	3	3
90 UAL	UNITED AIRLINES	7	3	1	1	2
91 UAL	UNITED AIRLINES	7	4	2	4	6

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=UAL,UAL,UAL | Facility=ORD

Includes SkyWest, Trans States, Chautauqua, Mesa, AWAC, United, Ted

# Carrier	Carrier Name	Hour	Qtr	Departures	Arrivals	Total
92 UAL	UNITED AIRLINES	8	1	12	4	16
93 UAL	UNITED AIRLINES	8	2	6	4	10
94 UAL	UNITED AIRLINES	8	3	0	1	1
95 UAL	UNITED AIRLINES	8	4	3	15	18
96 UAL	UNITED AIRLINES	9	1	9	4	13
97 UAL	UNITED AIRLINES	9	2	5	9	14
98 UAL	UNITED AIRLINES	9	3	1	3	4
99 UAL	UNITED AIRLINES	9	4	7	5	12
100 UAL	UNITED AIRLINES	10	1	11	7	18
101 UAL	UNITED AIRLINES	10	2	10	2	12
102 UAL	UNITED AIRLINES	10	3	2	5	7
103 UAL	UNITED AIRLINES	10	4	10	10	20
104 UAL	UNITED AIRLINES	11	1	8	3	11
105 UAL	UNITED AIRLINES	11	2	1	2	3
106 UAL	UNITED AIRLINES	11	3	0	2	2
107 UAL	UNITED AIRLINES	11	4	8	7	15
108 UAL	UNITED AIRLINES	12	1	11	4	15
109 UAL	UNITED AIRLINES	12	2	2	11	13
110 UAL	UNITED AIRLINES	12	3	1	6	7
111 UAL	UNITED AIRLINES	12	4	2	2	4
112 UAL	UNITED AIRLINES	13	1	8	6	14
113 UAL	UNITED AIRLINES	13	2	9	3	12
114 UAL	UNITED AIRLINES	13	3	8	7	15
115 UAL	UNITED AIRLINES	13	4	5	6	11
116 UAL	UNITED AIRLINES	14	1	7	8	15
117 UAL	UNITED AIRLINES	14	2	1	6	7
118 UAL	UNITED AIRLINES	14	3	3	5	8
119 UAL	UNITED AIRLINES	14	4	9	8	17
120 UAL	UNITED AIRLINES	15	1	10	9	19
121 UAL	UNITED AIRLINES	15	2	7	3	10
122 UAL	UNITED AIRLINES	15	3	3	4	7
123 UAL	UNITED AIRLINES	15	4	8	3	11
124 UAL	UNITED AIRLINES	16	1	9	9	18
125 UAL	UNITED AIRLINES	16	2	3	10	13
126 UAL	UNITED AIRLINES	16	3	0	7	7
127 UAL	UNITED AIRLINES	16	4	10	6	16
128 UAL	UNITED AIRLINES	17	1	8	9	17
129 UAL	UNITED AIRLINES	17	2	7	6	13
130 UAL	UNITED AIRLINES	17	3	2	4	6
131 UAL	UNITED AIRLINES	17	4	8	9	17
132 UAL	UNITED AIRLINES	18	1	14	4	18
133 UAL	UNITED AIRLINES	18	2	11	6	17
134 UAL	UNITED AIRLINES	18	3	1	6	7
135 UAL	UNITED AIRLINES	18	4	3	6	9
136 UAL	UNITED AIRLINES	19	1	11	10	21
137 UAL	UNITED AIRLINES	19	2	2	8	10

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=UAL,UAL,UAL | Facility=ORD

Includes SkyWest, Trans States, Chautauqua, Mesa, AWAC, United, Ted

# Carrier	Carrier Name	Hour	Qtr	Departures	Arrivals	Total
138 UAL	UNITED AIRLINES	19	3	7	5	12
139 UAL	UNITED AIRLINES	19	4	11	7	18
140 UAL	UNITED AIRLINES	20	1	3	9	12
141 UAL	UNITED AIRLINES	20	2	3	7	10
142 UAL	UNITED AIRLINES	20	3	2	7	9
143 UAL	UNITED AIRLINES	20	4	0	3	3
144 UAL	UNITED AIRLINES	21	1	18	0	18
145 UAL	UNITED AIRLINES	21	2	5	0	5
146 UAL	UNITED AIRLINES	21	3	7	2	9
147 UAL	UNITED AIRLINES	21	4	0	3	3
148 UAL	UNITED AIRLINES	22	1	0	1	1
149 UAL	UNITED AIRLINES	22	4	0	1	1
150 UAL	UNITED AIRLINES	23	2	0	1	1
151 UAL	UNITED AIRLINES	23	4	0	1	1
152 UAL	UNITED EXPRESS/YV	7	2	0	1	1
153 UAL	UNITED EXPRESS/YV	8	1	1	0	1
154 UAL	UNITED EXPRESS/YV	9	1	0	1	1
155 UAL	UNITED EXPRESS/YV	9	4	0	1	1
156 UAL	UNITED EXPRESS/YV	10	2	1	0	1
157 UAL	UNITED EXPRESS/YV	10	4	1	0	1
158 UAL	UNITED EXPRESS/YV	13	4	0	1	1
159 UAL	UNITED EXPRESS/YV	14	1	0	1	1
160 UAL	UNITED EXPRESS/YV	14	3	1	0	1
161 UAL	UNITED EXPRESS/YV	14	4	1	0	1
162 UAL	UNITED EXPRESS/YV	15	4	0	1	1
163 UAL	UNITED EXPRESS/YV	16	3	0	2	2
164 UAL	UNITED EXPRESS/YV	17	2	1	0	1
165 UAL	UNITED EXPRESS/YV	17	3	1	0	1
166 UAL	UNITED EXPRESS/YV	18	1	1	0	1
167 UAL	UNITED EXPRESS/YV	20	1	0	1	1
168 UAL	UNITED EXPRESS/YV	20	2	0	1	1
169 UAL	UNITED EXPRESS/YV	20	4	1	0	1
170 UAL	UNITED EXPRESS/YV	21	2	1	0	1
171 UAL	UNITED FOR TED	5	1	0	1	1
172 UAL	UNITED FOR TED	5	2	0	1	1
173 UAL	UNITED FOR TED	6	4	3	0	3
174 UAL	UNITED FOR TED	7	1	1	0	1
175 UAL	UNITED FOR TED	7	3	0	1	1
176 UAL	UNITED FOR TED	8	1	0	1	1
177 UAL	UNITED FOR TED	8	3	1	1	2
178 UAL	UNITED FOR TED	9	1	1	1	2
179 UAL	UNITED FOR TED	9	3	1	0	1
180 UAL	UNITED FOR TED	9	4	1	2	3
181 UAL	UNITED FOR TED	11	1	2	1	3
182 UAL	UNITED FOR TED	11	2	0	1	1
183 UAL	UNITED FOR TED	11	4	1	1	2

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=UAL,UAL,UAL | Facility=ORD

Includes SkyWest, Trans States, Chautauqua, Mesa, AWAC, United, Ted

# Carrier	Carrier Name	Hour	Qtr	Departures	Arrivals	Total
184 UAL	UNITED FOR TED	12	1	1	0	1
185 UAL	UNITED FOR TED	13	1	1	1	2
186 UAL	UNITED FOR TED	13	4	1	1	2
187 UAL	UNITED FOR TED	14	1	0	1	1
188 UAL	UNITED FOR TED	14	4	2	1	3
189 UAL	UNITED FOR TED	15	2	0	2	2
190 UAL	UNITED FOR TED	15	4	1	0	1
191 UAL	UNITED FOR TED	16	1	2	1	3
192 UAL	UNITED FOR TED	16	3	0	1	1
193 UAL	UNITED FOR TED	17	1	1	0	1
194 UAL	UNITED FOR TED	17	2	1	2	3
195 UAL	UNITED FOR TED	18	1	1	0	1
196 UAL	UNITED FOR TED	18	2	1	2	3
197 UAL	UNITED FOR TED	18	3	0	1	1
198 UAL	UNITED FOR TED	19	1	2	1	3
199 UAL	UNITED FOR TED	19	4	2	0	2
200 UAL	UNITED FOR TED	20	1	0	1	1
201 UAL	UNITED FOR TED	20	2	0	2	2
202 UAL	UNITED FOR TED	21	1	1	0	1
203 UAL	UNITED FOR TED	21	3	2	0	2
204 UAL	UNITED FOR TED	23	1	0	2	2
205 UAL	UNITEDEXPRESS/AWAC	6	1	0	1	1
206 UAL	UNITEDEXPRESS/AWAC	6	2	0	1	1
207 UAL	UNITEDEXPRESS/AWAC	6	3	4	0	4
208 UAL	UNITEDEXPRESS/AWAC	6	4	1	4	5
209 UAL	UNITEDEXPRESS/AWAC	7	1	3	8	11
210 UAL	UNITEDEXPRESS/AWAC	7	2	0	4	4
211 UAL	UNITEDEXPRESS/AWAC	7	3	3	0	3
212 UAL	UNITEDEXPRESS/AWAC	7	4	8	1	9
213 UAL	UNITEDEXPRESS/AWAC	8	1	5	2	7
214 UAL	UNITEDEXPRESS/AWAC	8	2	0	2	2
215 UAL	UNITEDEXPRESS/AWAC	8	3	1	2	3
216 UAL	UNITEDEXPRESS/AWAC	8	4	2	1	3
217 UAL	UNITEDEXPRESS/AWAC	9	1	2	7	9
218 UAL	UNITEDEXPRESS/AWAC	9	2	1	2	3
219 UAL	UNITEDEXPRESS/AWAC	9	3	1	0	1
220 UAL	UNITEDEXPRESS/AWAC	9	4	4	2	6
221 UAL	UNITEDEXPRESS/AWAC	10	1	5	4	9
222 UAL	UNITEDEXPRESS/AWAC	10	2	1	4	5
223 UAL	UNITEDEXPRESS/AWAC	10	3	1	3	4
224 UAL	UNITEDEXPRESS/AWAC	10	4	6	2	8
225 UAL	UNITEDEXPRESS/AWAC	11	1	2	5	7
226 UAL	UNITEDEXPRESS/AWAC	11	2	4	0	4
227 UAL	UNITEDEXPRESS/AWAC	11	4	4	2	6
228 UAL	UNITEDEXPRESS/AWAC	12	1	3	1	4
229 UAL	UNITEDEXPRESS/AWAC	12	2	0	1	1

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=UAL,UAL,UAL | Facility=ORD

Includes SkyWest, Trans States, Chautauqua, Mesa, AWAC, United, Ted

#	Carrier	Carrier Name	Hour	Qtr	Departures	Arrivals	Total
230	UAL	UNITEDEXPRESS/AWAC	12	3	0	9	9
231	UAL	UNITEDEXPRESS/AWAC	12	4	1	1	2
232	UAL	UNITEDEXPRESS/AWAC	13	1	0	3	3
233	UAL	UNITEDEXPRESS/AWAC	13	2	8	2	10
234	UAL	UNITEDEXPRESS/AWAC	13	3	5	3	8
235	UAL	UNITEDEXPRESS/AWAC	13	4	4	2	6
236	UAL	UNITEDEXPRESS/AWAC	14	1	2	5	7
237	UAL	UNITEDEXPRESS/AWAC	14	2	2	2	4
238	UAL	UNITEDEXPRESS/AWAC	14	4	7	1	8
239	UAL	UNITEDEXPRESS/AWAC	15	1	2	6	8
240	UAL	UNITEDEXPRESS/AWAC	15	2	0	2	2
241	UAL	UNITEDEXPRESS/AWAC	15	3	3	3	6
242	UAL	UNITEDEXPRESS/AWAC	15	4	4	3	7
243	UAL	UNITEDEXPRESS/AWAC	16	1	2	7	9
244	UAL	UNITEDEXPRESS/AWAC	16	2	3	0	3
245	UAL	UNITEDEXPRESS/AWAC	16	3	2	0	2
246	UAL	UNITEDEXPRESS/AWAC	16	4	5	0	5
247	UAL	UNITEDEXPRESS/AWAC	17	1	0	5	5
248	UAL	UNITEDEXPRESS/AWAC	17	2	0	2	2
249	UAL	UNITEDEXPRESS/AWAC	17	4	7	1	8
250	UAL	UNITEDEXPRESS/AWAC	18	1	2	1	3
251	UAL	UNITEDEXPRESS/AWAC	18	2	2	1	3
252	UAL	UNITEDEXPRESS/AWAC	18	3	0	4	4
253	UAL	UNITEDEXPRESS/AWAC	18	4	1	7	8
254	UAL	UNITEDEXPRESS/AWAC	19	1	2	3	5
255	UAL	UNITEDEXPRESS/AWAC	19	2	2	0	2
256	UAL	UNITEDEXPRESS/AWAC	19	3	0	1	1
257	UAL	UNITEDEXPRESS/AWAC	19	4	9	3	12
258	UAL	UNITEDEXPRESS/AWAC	20	1	0	7	7
259	UAL	UNITEDEXPRESS/AWAC	20	2	0	2	2
260	UAL	UNITEDEXPRESS/AWAC	20	3	0	1	1
261	UAL	UNITEDEXPRESS/AWAC	20	4	5	0	5
262	UAL	UNITEDEXPRESS/AWAC	21	1	1	1	2
263	UAL	UNITEDEXPRESS/AWAC	21	2	3	0	3
264	UAL	UNITEDEXPRESS/AWAC	21	3	1	0	1
265	UAL	UNITEDEXPRESS/AWAC	21	4	1	0	1
266	UAL	UNTD EX/CHAUTAUQUA	6	3	0	1	1
267	UAL	UNTD EX/CHAUTAUQUA	7	2	0	1	1
268	UAL	UNTD EX/CHAUTAUQUA	8	1	1	0	1
269	UAL	UNTD EX/CHAUTAUQUA	9	2	1	0	1
270	UAL	UNTD EX/CHAUTAUQUA	11	2	0	1	1
271	UAL	UNTD EX/CHAUTAUQUA	13	1	1	0	1
272	UAL	UNTD EX/CHAUTAUQUA	16	2	0	1	1
273	UAL	UNTD EX/CHAUTAUQUA	17	4	1	0	1
274	UAL	UNTD EX/CHAUTAUQUA	20	1	0	1	1
275	UAL	UNTD EX/CHAUTAUQUA	20	4	1	0	1

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=UAL,UAL,UAL | Facility=ORD

Includes SkyWest, Trans States, Chautauqua, Mesa, AWAC, United, Ted

# Carrier	Carrier Name	Hour	Qtr	Departures	Arrivals	Total
Total:				646	646	1292

FSDS Data was last Updated on 7/24/04.



U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

July 28, 2004

Mr. Jerry C. Atkin
Chairman
SkyWest Airlines, Inc.
444 S. River Road
St. George, UT 84790

Dear Mr. Atkin:

I am writing to request the participation of SkyWest Airlines, Inc. in a meeting regarding flight schedules at Chicago O'Hare International Airport (O'Hare) that we plan to conduct to reduce delays and improve on-time performance at the airport. The Federal Aviation Administration (FAA) will hold the scheduling reduction meeting on August 4, 2004, beginning at 9:30 a.m., and the meeting will continue on August 5, if necessary. The meeting will be held in the Bessie Coleman Conference Center, Federal Aviation Administration, Orville Wright Building, Second Floor, 800 Independence Avenue, SW, Washington, DC. 20591. We are sending similar letters to all U.S. and Canadian scheduled air carriers currently conducting scheduled service at O'Hare and to the airport operator. A notice of the meeting was issued today and is on display at the Federal Register. A copy is enclosed for your reference. An electronic copy is also available via the Internet on the Department of Transportation Docket Management System, Docket FAA-2004-16944. That website address is <http://dms.dot.gov>.

The Secretary of Transportation is authorized under the Federal Aviation Act (49 U.S.C. § 41722) to ask air carriers to meet with the FAA Administrator to discuss flight scheduling reductions at severely congested airports during peak operating hours. In January of 2004, following several months in which delays at O'Hare and emanating from the airport through the national airspace system (NAS) had reached unacceptable levels, I determined that such a meeting regarding severe congestion at O'Hare was necessary. The Secretary then made a similar determination that a meeting was needed to meet a serious transportation need or important public benefit. Before the meeting was to occur, however, the FAA reached agreement with each of the two largest operators at O'Hare regarding reductions in their scheduled service during peak hours and, thereafter, entered an order implementing the reductions. See Docket FAA-2004-16944 for FAA Orders issued on January 21, 2004, and amended on April 21, 2004. In these Orders, we made clear our intention to conduct a scheduling reduction meeting if the consensual reductions did not achieve their desired effect.

The Orders limiting scheduled operations during certain hours at O'Hare by American Airlines and United Airlines will expire in just three months, as of October 30, 2004. Moreover, even with the reductions by those carriers, the statistics for air traffic at

O'Hare continue to show overscheduling and excessive delays. Daily scheduled operations published for August remain approximately 170 flights above the daily August 2003 scheduled flights. Several of the busiest traffic days ever recorded at O'Hare occurred since late June. On July 1, there were 2,968 operations, just 8 fewer than the previous record on August 31, 2001. Unfortunately, in May 2004, a NAS monthly record of 14,495 total delays was also established. Although the level of delays has fluctuated from month to month, and weather has played a major factor, the overall trend of delays remains unacceptably high when recent periods are compared to the period before November, 2003. The cumulative number of delays for this calendar year as of June 30 is 58,578; that figure is more than the respective full-year totals for each of 2000, 2001, and 2002.

Based on these and other factors, I have again determined that a scheduling reduction meeting regarding O'Hare is necessary, and the Secretary has made a similar determination that such a meeting is needed to meet a serious transportation need or important public benefit. At the meeting I look forward to summarizing the data available to the Department concerning delays at O'Hare and to providing our views concerning available options to relieve the congestion problem at O'Hare given limitations at the airport. We are interested in obtaining your views concerning the O'Hare congestion problem and will provide you with the opportunity both to provide written information to the agency and to express your views to representatives of the FAA during the scheduling reduction sessions described in the procedures for the conduct of the meeting, which are referred to below.

Because the scheduling reduction meeting and all preparations for it are subject to the antitrust laws, the FAA has worked closely with the Department of Justice, Antitrust Division on procedures for the conduct of the meeting that should help ensure legal compliance. Copies of the FAA letter to the Antitrust Division and their response are incorporated in the Federal Register notice. As noted in this correspondence, communications among carriers regarding competitively sensitive information could result in a violation of the antitrust laws and lead to civil or criminal liability. Thus, the procedures outlined in the notice provide for a series of scheduling reduction sessions to be conducted separately by FAA staff with each air carrier attending the meeting. We will also meet with representatives of the airport operator. The FAA requests the cooperation of all participants at the meeting in adhering to the procedures outlined in the notice.

The scheduling targets we plan to use for the meeting will be posted on the FAA's website not later than 9 a.m. EDT on Monday, August 2. The website address is <http://www.faa.gov>.

Also enclosed is a copy of our records reflecting a summary of your August 5, 2004, scheduled arrivals and departures at O'Hare in 15-minute increments. The FAA's Air Traffic Organization will work with your scheduling or operational departments to verify this information prior to the meeting. Additionally, please note that the Federal Register notice requests that you advise us by Monday, August 2, whether you will participate in the meeting and who your representative(s) will be.

We recognize that schedule adjustments may include some difficult decisions by your company as we move to improve the operational performance at O'Hare. We appreciate your full consideration and cooperation to resolve these issues.

Sincerely,

A handwritten signature in cursive script, appearing to read "Marion".

Marion C. Blakey
Administrator

Enclosures

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=UAL | Facility=ORD

#	Hour	Qtr	Departures	Arrivals	Total
1	0	1	0	1	1
2	0	2	0	1	1
3	4	4	0	4	4
4	5	1	0	3	3
5	5	2	0	5	5
6	5	3	0	1	1
7	5	4	0	2	2
8	6	1	3	1	4
9	6	2	2	4	6
10	6	3	13	3	16
11	6	4	9	13	22
12	7	1	12	17	29
13	7	2	0	11	11
14	7	3	5	3	8
15	7	4	12	9	21
16	8	1	23	9	32
17	8	2	6	8	14
18	8	3	6	5	11
19	8	4	5	18	23
20	9	1	16	15	31
21	9	2	10	13	23
22	9	3	3	3	6
23	9	4	12	11	23
24	10	1	20	12	32
25	10	2	14	7	21
26	10	3	4	10	14
27	10	4	18	12	30
28	11	1	13	12	25
29	11	2	7	7	14
30	11	3	0	2	2
31	11	4	14	12	26
32	12	1	18	6	24
33	12	2	3	14	17
34	12	3	2	18	20
35	12	4	3	3	6
36	13	1	13	10	23
37	13	2	20	6	26
38	13	3	15	13	28
39	13	4	10	11	21
40	14	1	10	18	28
41	14	2	5	8	13
42	14	3	5	6	11
43	14	4	21	12	33
44	15	1	14	18	32
45	15	2	8	8	16
46	15	3	8	8	16

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=UAL | Facility=ORD

#	Hour	Qtr	Departures	Arrivals	Total
47	15	4	17	8	25
48	16	1	13	19	32
49	16	2	8	12	20
50	16	3	2	11	13
51	16	4	18	6	24
52	17	1	9	18	27
53	17	2	10	11	21
54	17	3	3	5	8
55	17	4	19	12	31
56	18	1	18	7	25
57	18	2	17	10	27
58	18	3	1	13	14
59	18	4	5	16	21
60	19	1	19	15	34
61	19	2	4	9	13
62	19	3	7	7	14
63	19	4	29	12	41
64	20	1	3	22	25
65	20	2	4	16	20
66	20	3	2	8	10
67	20	4	10	4	14
68	21	1	20	1	21
69	21	2	15	0	15
70	21	3	10	2	12
71	21	4	1	3	4
72	22	1	0	1	1
73	22	4	0	1	1
74	23	1	0	2	2
75	23	2	0	1	1
76	23	4	0	1	1
Total:			646	646	1292

FSDS Data was last Updated on 7/24/04.

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=UAL,UAL,UAL | Facility=ORD

Includes SkyWest, Trans States, Chautauqua, Mesa, AWAC, United, Ted

# Carrier	Carrier Name	Hour	Qtr	Departures	Arrivals	Total
1 UAL	UNITD EXP/SKYWEST	6	2	0	2	2
2 UAL	UNITD EXP/SKYWEST	6	4	1	3	4
3 UAL	UNITD EXP/SKYWEST	7	1	2	3	5
4 UAL	UNITD EXP/SKYWEST	7	3	1	0	1
5 UAL	UNITD EXP/SKYWEST	7	4	2	4	6
6 UAL	UNITD EXP/SKYWEST	8	1	3	2	5
7 UAL	UNITD EXP/SKYWEST	8	2	0	2	2
8 UAL	UNITD EXP/SKYWEST	8	3	4	1	5
9 UAL	UNITD EXP/SKYWEST	8	4	0	2	2
10 UAL	UNITD EXP/SKYWEST	9	1	2	1	3
11 UAL	UNITD EXP/SKYWEST	9	2	3	2	5
12 UAL	UNITD EXP/SKYWEST	9	4	0	1	1
13 UAL	UNITD EXP/SKYWEST	10	1	4	1	5
14 UAL	UNITD EXP/SKYWEST	10	2	1	1	2
15 UAL	UNITD EXP/SKYWEST	10	3	1	2	3
16 UAL	UNITD EXP/SKYWEST	10	4	1	0	1
17 UAL	UNITD EXP/SKYWEST	11	1	1	2	3
18 UAL	UNITD EXP/SKYWEST	11	2	2	2	4
19 UAL	UNITD EXP/SKYWEST	11	4	0	1	1
20 UAL	UNITD EXP/SKYWEST	12	1	2	1	3
21 UAL	UNITD EXP/SKYWEST	12	2	1	2	3
22 UAL	UNITD EXP/SKYWEST	12	3	1	3	4
23 UAL	UNITD EXP/SKYWEST	13	1	3	0	3
24 UAL	UNITD EXP/SKYWEST	13	2	2	1	3
25 UAL	UNITD EXP/SKYWEST	13	3	2	3	5
26 UAL	UNITD EXP/SKYWEST	13	4	0	1	1
27 UAL	UNITD EXP/SKYWEST	14	1	1	2	3
28 UAL	UNITD EXP/SKYWEST	14	2	2	0	2
29 UAL	UNITD EXP/SKYWEST	14	3	1	1	2
30 UAL	UNITD EXP/SKYWEST	14	4	2	1	3
31 UAL	UNITD EXP/SKYWEST	15	1	1	2	3
32 UAL	UNITD EXP/SKYWEST	15	2	1	1	2
33 UAL	UNITD EXP/SKYWEST	15	3	1	1	2
34 UAL	UNITD EXP/SKYWEST	15	4	3	1	4
35 UAL	UNITD EXP/SKYWEST	16	1	0	1	1
36 UAL	UNITD EXP/SKYWEST	16	2	2	1	3
37 UAL	UNITD EXP/SKYWEST	16	4	2	0	2
38 UAL	UNITD EXP/SKYWEST	17	1	0	4	4
39 UAL	UNITD EXP/SKYWEST	17	2	0	1	1
40 UAL	UNITD EXP/SKYWEST	17	3	0	1	1
41 UAL	UNITD EXP/SKYWEST	17	4	3	2	5
42 UAL	UNITD EXP/SKYWEST	18	1	0	2	2
43 UAL	UNITD EXP/SKYWEST	18	2	3	1	4
44 UAL	UNITD EXP/SKYWEST	18	3	0	2	2
45 UAL	UNITD EXP/SKYWEST	18	4	1	3	4

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=UAL,UAL,UAL | Facility=ORD

Includes SkyWest, Trans States, Chautauqua, Mesa, AWAC, United, Ted

# Carrier	Carrier Name	Hour	Qtr	Departures	Arrivals	Total
46 UAL	UNITD EXP/SKYWEST	19	1	4	1	5
47 UAL	UNITD EXP/SKYWEST	19	2	0	1	1
48 UAL	UNITD EXP/SKYWEST	19	3	0	1	1
49 UAL	UNITD EXP/SKYWEST	19	4	7	1	8
50 UAL	UNITD EXP/SKYWEST	20	1	0	2	2
51 UAL	UNITD EXP/SKYWEST	20	2	1	4	5
52 UAL	UNITD EXP/SKYWEST	20	4	1	0	1
53 UAL	UNITD EXP/SKYWEST	21	2	5	0	5
54 UAL	UNITD EXP/TRANS	7	2	0	2	2
55 UAL	UNITD EXP/TRANS	7	3	0	1	1
56 UAL	UNITD EXP/TRANS	8	1	1	0	1
57 UAL	UNITD EXP/TRANS	9	1	2	1	3
58 UAL	UNITD EXP/TRANS	10	2	1	0	1
59 UAL	UNITD EXP/TRANS	11	1	0	1	1
60 UAL	UNITD EXP/TRANS	11	2	0	1	1
61 UAL	UNITD EXP/TRANS	11	4	1	1	2
62 UAL	UNITD EXP/TRANS	12	1	1	0	1
63 UAL	UNITD EXP/TRANS	13	2	1	0	1
64 UAL	UNITD EXP/TRANS	14	1	0	1	1
65 UAL	UNITD EXP/TRANS	14	4	0	1	1
66 UAL	UNITD EXP/TRANS	15	1	1	1	2
67 UAL	UNITD EXP/TRANS	15	3	1	0	1
68 UAL	UNITD EXP/TRANS	15	4	1	0	1
69 UAL	UNITD EXP/TRANS	16	1	0	1	1
70 UAL	UNITD EXP/TRANS	16	3	0	1	1
71 UAL	UNITD EXP/TRANS	16	4	1	0	1
72 UAL	UNITD EXP/TRANS	17	2	1	0	1
73 UAL	UNITD EXP/TRANS	19	4	0	1	1
74 UAL	UNITD EXP/TRANS	20	1	0	1	1
75 UAL	UNITD EXP/TRANS	20	4	2	1	3
76 UAL	UNITD EXP/TRANS	21	2	1	0	1
77 UAL	UNITED AIRLINES	0	1	0	1	1
78 UAL	UNITED AIRLINES	0	2	0	1	1
79 UAL	UNITED AIRLINES	4	4	0	4	4
80 UAL	UNITED AIRLINES	5	1	0	2	2
81 UAL	UNITED AIRLINES	5	2	0	4	4
82 UAL	UNITED AIRLINES	5	3	0	1	1
83 UAL	UNITED AIRLINES	5	4	0	2	2
84 UAL	UNITED AIRLINES	6	1	3	0	3
85 UAL	UNITED AIRLINES	6	2	2	1	3
86 UAL	UNITED AIRLINES	6	3	9	2	11
87 UAL	UNITED AIRLINES	6	4	4	6	10
88 UAL	UNITED AIRLINES	7	1	6	6	12
89 UAL	UNITED AIRLINES	7	2	0	3	3
90 UAL	UNITED AIRLINES	7	3	1	1	2
91 UAL	UNITED AIRLINES	7	4	2	4	6

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=UAL,UAL,UAL | Facility=ORD

Includes SkyWest, Trans States, Chautauqua, Mesa, AWAC, United, Ted

# Carrier	Carrier Name	Hour	Qtr	Departures	Arrivals	Total
92 UAL	UNITED AIRLINES	8	1	12	4	16
93 UAL	UNITED AIRLINES	8	2	6	4	10
94 UAL	UNITED AIRLINES	8	3	0	1	1
95 UAL	UNITED AIRLINES	8	4	3	15	18
96 UAL	UNITED AIRLINES	9	1	9	4	13
97 UAL	UNITED AIRLINES	9	2	5	9	14
98 UAL	UNITED AIRLINES	9	3	1	3	4
99 UAL	UNITED AIRLINES	9	4	7	5	12
100 UAL	UNITED AIRLINES	10	1	11	7	18
101 UAL	UNITED AIRLINES	10	2	10	2	12
102 UAL	UNITED AIRLINES	10	3	2	5	7
103 UAL	UNITED AIRLINES	10	4	10	10	20
104 UAL	UNITED AIRLINES	11	1	8	3	11
105 UAL	UNITED AIRLINES	11	2	1	2	3
106 UAL	UNITED AIRLINES	11	3	0	2	2
107 UAL	UNITED AIRLINES	11	4	8	7	15
108 UAL	UNITED AIRLINES	12	1	11	4	15
109 UAL	UNITED AIRLINES	12	2	2	11	13
110 UAL	UNITED AIRLINES	12	3	1	6	7
111 UAL	UNITED AIRLINES	12	4	2	2	4
112 UAL	UNITED AIRLINES	13	1	8	6	14
113 UAL	UNITED AIRLINES	13	2	9	3	12
114 UAL	UNITED AIRLINES	13	3	8	7	15
115 UAL	UNITED AIRLINES	13	4	5	6	11
116 UAL	UNITED AIRLINES	14	1	7	8	15
117 UAL	UNITED AIRLINES	14	2	1	6	7
118 UAL	UNITED AIRLINES	14	3	3	5	8
119 UAL	UNITED AIRLINES	14	4	9	8	17
120 UAL	UNITED AIRLINES	15	1	10	9	19
121 UAL	UNITED AIRLINES	15	2	7	3	10
122 UAL	UNITED AIRLINES	15	3	3	4	7
123 UAL	UNITED AIRLINES	15	4	8	3	11
124 UAL	UNITED AIRLINES	16	1	9	9	18
125 UAL	UNITED AIRLINES	16	2	3	10	13
126 UAL	UNITED AIRLINES	16	3	0	7	7
127 UAL	UNITED AIRLINES	16	4	10	6	16
128 UAL	UNITED AIRLINES	17	1	8	9	17
129 UAL	UNITED AIRLINES	17	2	7	6	13
130 UAL	UNITED AIRLINES	17	3	2	4	6
131 UAL	UNITED AIRLINES	17	4	8	9	17
132 UAL	UNITED AIRLINES	18	1	14	4	18
133 UAL	UNITED AIRLINES	18	2	11	6	17
134 UAL	UNITED AIRLINES	18	3	1	6	7
135 UAL	UNITED AIRLINES	18	4	3	6	9
136 UAL	UNITED AIRLINES	19	1	11	10	21
137 UAL	UNITED AIRLINES	19	2	2	8	10

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=UAL,UAL,UAL | Facility=ORD

Includes SkyWest, Trans States, Chautauqua, Mesa, AWAC, United, Ted

# Carrier	Carrier Name	Hour	Qtr	Departures	Arrivals	Total
138 UAL	UNITED AIRLINES	19	3	7	5	12
139 UAL	UNITED AIRLINES	19	4	11	7	18
140 UAL	UNITED AIRLINES	20	1	3	9	12
141 UAL	UNITED AIRLINES	20	2	3	7	10
142 UAL	UNITED AIRLINES	20	3	2	7	9
143 UAL	UNITED AIRLINES	20	4	0	3	3
144 UAL	UNITED AIRLINES	21	1	18	0	18
145 UAL	UNITED AIRLINES	21	2	5	0	5
146 UAL	UNITED AIRLINES	21	3	7	2	9
147 UAL	UNITED AIRLINES	21	4	0	3	3
148 UAL	UNITED AIRLINES	22	1	0	1	1
149 UAL	UNITED AIRLINES	22	4	0	1	1
150 UAL	UNITED AIRLINES	23	2	0	1	1
151 UAL	UNITED AIRLINES	23	4	0	1	1
152 UAL	UNITED EXPRESS/YV	7	2	0	1	1
153 UAL	UNITED EXPRESS/YV	8	1	1	0	1
154 UAL	UNITED EXPRESS/YV	9	1	0	1	1
155 UAL	UNITED EXPRESS/YV	9	4	0	1	1
156 UAL	UNITED EXPRESS/YV	10	2	1	0	1
157 UAL	UNITED EXPRESS/YV	10	4	1	0	1
158 UAL	UNITED EXPRESS/YV	13	4	0	1	1
159 UAL	UNITED EXPRESS/YV	14	1	0	1	1
160 UAL	UNITED EXPRESS/YV	14	3	1	0	1
161 UAL	UNITED EXPRESS/YV	14	4	1	0	1
162 UAL	UNITED EXPRESS/YV	15	4	0	1	1
163 UAL	UNITED EXPRESS/YV	16	3	0	2	2
164 UAL	UNITED EXPRESS/YV	17	2	1	0	1
165 UAL	UNITED EXPRESS/YV	17	3	1	0	1
166 UAL	UNITED EXPRESS/YV	18	1	1	0	1
167 UAL	UNITED EXPRESS/YV	20	1	0	1	1
168 UAL	UNITED EXPRESS/YV	20	2	0	1	1
169 UAL	UNITED EXPRESS/YV	20	4	1	0	1
170 UAL	UNITED EXPRESS/YV	21	2	1	0	1
171 UAL	UNITED FOR TED	5	1	0	1	1
172 UAL	UNITED FOR TED	5	2	0	1	1
173 UAL	UNITED FOR TED	6	4	3	0	3
174 UAL	UNITED FOR TED	7	1	1	0	1
175 UAL	UNITED FOR TED	7	3	0	1	1
176 UAL	UNITED FOR TED	8	1	0	1	1
177 UAL	UNITED FOR TED	8	3	1	1	2
178 UAL	UNITED FOR TED	9	1	1	1	2
179 UAL	UNITED FOR TED	9	3	1	0	1
180 UAL	UNITED FOR TED	9	4	1	2	3
181 UAL	UNITED FOR TED	11	1	2	1	3
182 UAL	UNITED FOR TED	11	2	0	1	1
183 UAL	UNITED FOR TED	11	4	1	1	2

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=UAL,UAL,UAL | Facility=ORD

Includes SkyWest, Trans States, Chautauqua, Mesa, AWAC, United, Ted

#	Carrier	Carrier Name	Hour	Qtr	Departures	Arrivals	Total
184	UAL	UNITED FOR TED	12	1	1	0	1
185	UAL	UNITED FOR TED	13	1	1	1	2
186	UAL	UNITED FOR TED	13	4	1	1	2
187	UAL	UNITED FOR TED	14	1	0	1	1
188	UAL	UNITED FOR TED	14	4	2	1	3
189	UAL	UNITED FOR TED	15	2	0	2	2
190	UAL	UNITED FOR TED	15	4	1	0	1
191	UAL	UNITED FOR TED	16	1	2	1	3
192	UAL	UNITED FOR TED	16	3	0	1	1
193	UAL	UNITED FOR TED	17	1	1	0	1
194	UAL	UNITED FOR TED	17	2	1	2	3
195	UAL	UNITED FOR TED	18	1	1	0	1
196	UAL	UNITED FOR TED	18	2	1	2	3
197	UAL	UNITED FOR TED	18	3	0	1	1
198	UAL	UNITED FOR TED	19	1	2	1	3
199	UAL	UNITED FOR TED	19	4	2	0	2
200	UAL	UNITED FOR TED	20	1	0	1	1
201	UAL	UNITED FOR TED	20	2	0	2	2
202	UAL	UNITED FOR TED	21	1	1	0	1
203	UAL	UNITED FOR TED	21	3	2	0	2
204	UAL	UNITED FOR TED	23	1	0	2	2
205	UAL	UNITED EXPRESS/AWAC	6	1	0	1	1
206	UAL	UNITED EXPRESS/AWAC	6	2	0	1	1
207	UAL	UNITED EXPRESS/AWAC	6	3	4	0	4
208	UAL	UNITED EXPRESS/AWAC	6	4	1	4	5
209	UAL	UNITED EXPRESS/AWAC	7	1	3	8	11
210	UAL	UNITED EXPRESS/AWAC	7	2	0	4	4
211	UAL	UNITED EXPRESS/AWAC	7	3	3	0	3
212	UAL	UNITED EXPRESS/AWAC	7	4	8	1	9
213	UAL	UNITED EXPRESS/AWAC	8	1	5	2	7
214	UAL	UNITED EXPRESS/AWAC	8	2	0	2	2
215	UAL	UNITED EXPRESS/AWAC	8	3	1	2	3
216	UAL	UNITED EXPRESS/AWAC	8	4	2	1	3
217	UAL	UNITED EXPRESS/AWAC	9	1	2	7	9
218	UAL	UNITED EXPRESS/AWAC	9	2	1	2	3
219	UAL	UNITED EXPRESS/AWAC	9	3	1	0	1
220	UAL	UNITED EXPRESS/AWAC	9	4	4	2	6
221	UAL	UNITED EXPRESS/AWAC	10	1	5	4	9
222	UAL	UNITED EXPRESS/AWAC	10	2	1	4	5
223	UAL	UNITED EXPRESS/AWAC	10	3	1	3	4
224	UAL	UNITED EXPRESS/AWAC	10	4	6	2	8
225	UAL	UNITED EXPRESS/AWAC	11	1	2	5	7
226	UAL	UNITED EXPRESS/AWAC	11	2	4	0	4
227	UAL	UNITED EXPRESS/AWAC	11	4	4	2	6
228	UAL	UNITED EXPRESS/AWAC	12	1	3	1	4
229	UAL	UNITED EXPRESS/AWAC	12	2	0	1	1

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=UAL,UAL,UAL | Facility=ORD

Includes SkyWest, Trans States, Chautauqua, Mesa, AWAC, United, Ted

#	Carrier	Carrier Name	Hour	Qtr	Departures	Arrivals	Total
230	UAL	UNITEDEXPRESS/AWAC	12	3	0	9	9
231	UAL	UNITEDEXPRESS/AWAC	12	4	1	1	2
232	UAL	UNITEDEXPRESS/AWAC	13	1	0	3	3
233	UAL	UNITEDEXPRESS/AWAC	13	2	8	2	10
234	UAL	UNITEDEXPRESS/AWAC	13	3	5	3	8
235	UAL	UNITEDEXPRESS/AWAC	13	4	4	2	6
236	UAL	UNITEDEXPRESS/AWAC	14	1	2	5	7
237	UAL	UNITEDEXPRESS/AWAC	14	2	2	2	4
238	UAL	UNITEDEXPRESS/AWAC	14	4	7	1	8
239	UAL	UNITEDEXPRESS/AWAC	15	1	2	6	8
240	UAL	UNITEDEXPRESS/AWAC	15	2	0	2	2
241	UAL	UNITEDEXPRESS/AWAC	15	3	3	3	6
242	UAL	UNITEDEXPRESS/AWAC	15	4	4	3	7
243	UAL	UNITEDEXPRESS/AWAC	16	1	2	7	9
244	UAL	UNITEDEXPRESS/AWAC	16	2	3	0	3
245	UAL	UNITEDEXPRESS/AWAC	16	3	2	0	2
246	UAL	UNITEDEXPRESS/AWAC	16	4	5	0	5
247	UAL	UNITEDEXPRESS/AWAC	17	1	0	5	5
248	UAL	UNITEDEXPRESS/AWAC	17	2	0	2	2
249	UAL	UNITEDEXPRESS/AWAC	17	4	7	1	8
250	UAL	UNITEDEXPRESS/AWAC	18	1	2	1	3
251	UAL	UNITEDEXPRESS/AWAC	18	2	2	1	3
252	UAL	UNITEDEXPRESS/AWAC	18	3	0	4	4
253	UAL	UNITEDEXPRESS/AWAC	18	4	1	7	8
254	UAL	UNITEDEXPRESS/AWAC	19	1	2	3	5
255	UAL	UNITEDEXPRESS/AWAC	19	2	2	0	2
256	UAL	UNITEDEXPRESS/AWAC	19	3	0	1	1
257	UAL	UNITEDEXPRESS/AWAC	19	4	9	3	12
258	UAL	UNITEDEXPRESS/AWAC	20	1	0	7	7
259	UAL	UNITEDEXPRESS/AWAC	20	2	0	2	2
260	UAL	UNITEDEXPRESS/AWAC	20	3	0	1	1
261	UAL	UNITEDEXPRESS/AWAC	20	4	5	0	5
262	UAL	UNITEDEXPRESS/AWAC	21	1	1	1	2
263	UAL	UNITEDEXPRESS/AWAC	21	2	3	0	3
264	UAL	UNITEDEXPRESS/AWAC	21	3	1	0	1
265	UAL	UNITEDEXPRESS/AWAC	21	4	1	0	1
266	UAL	UNTD EX/CHAUTAUQUA	6	3	0	1	1
267	UAL	UNTD EX/CHAUTAUQUA	7	2	0	1	1
268	UAL	UNTD EX/CHAUTAUQUA	8	1	1	0	1
269	UAL	UNTD EX/CHAUTAUQUA	9	2	1	0	1
270	UAL	UNTD EX/CHAUTAUQUA	11	2	0	1	1
271	UAL	UNTD EX/CHAUTAUQUA	13	1	1	0	1
272	UAL	UNTD EX/CHAUTAUQUA	16	2	0	1	1
273	UAL	UNTD EX/CHAUTAUQUA	17	4	1	0	1
274	UAL	UNTD EX/CHAUTAUQUA	20	1	0	1	1
275	UAL	UNTD EX/CHAUTAUQUA	20	4	1	0	1

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=UAL,UAL,UAL | Facility=ORD

Includes SkyWest, Trans States, Chautauqua, Mesa, AWAC, United, Ted

# Carrier	Carrier Name	Hour	Qtr	Departures	Arrivals	Total
Total:				646	646	1292

FSDS Data was last Updated on 7/24/04.



U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

July 28, 2004

Mr. Geoffrey T. Crowley
Chairman, President and CEO
Air Wisconsin Airlines Corp.
W6390 Challenger Drive
Suite 203
Appleton, WI 54914-9120

Dear Mr. Crowley:

I am writing to request the participation of Air Wisconsin Airlines Corp. in a meeting regarding flight schedules at Chicago O'Hare International Airport (O'Hare) that we plan to conduct to reduce delays and improve on-time performance at the airport. The Federal Aviation Administration (FAA) will hold the scheduling reduction meeting on August 4, 2004, beginning at 9:30 a.m., and the meeting will continue on August 5, if necessary. The meeting will be held in the Bessie Coleman Conference Center, Federal Aviation Administration, Orville Wright Building, Second Floor, 800 Independence Avenue, SW, Washington, DC. 20591. We are sending similar letters to all U.S. and Canadian scheduled air carriers currently conducting scheduled service at O'Hare and to the airport operator. A notice of the meeting was issued today and is on display at the Federal Register. A copy is enclosed for your reference. An electronic copy is also available via the Internet on the Department of Transportation Docket Management System, Docket FAA-2004-16944. That website address is <http://dms.dot.gov>.

The Secretary of Transportation is authorized under the Federal Aviation Act (49 U.S.C. § 41722) to ask air carriers to meet with the FAA Administrator to discuss flight scheduling reductions at severely congested airports during peak operating hours. In January of 2004, following several months in which delays at O'Hare and emanating from the airport through the national airspace system (NAS) had reached unacceptable levels, I determined that such a meeting regarding severe congestion at O'Hare was necessary. The Secretary then made a similar determination that a meeting was needed to meet a serious transportation need or important public benefit. Before the meeting was to occur, however, the FAA reached agreement with each of the two largest operators at O'Hare regarding reductions in their scheduled service during peak hours and, thereafter, entered an order implementing the reductions. *See* Docket FAA-2004-16944 for FAA Orders issued on January 21, 2004, and amended on April 21, 2004. In these Orders, we made clear our intention to conduct a scheduling reduction meeting if the consensual reductions did not achieve their desired effect.

The Orders limiting scheduled operations during certain hours at O'Hare by American Airlines and United Airlines will expire in just three months, as of October 30, 2004.

Moreover, even with the reductions by those carriers, the statistics for air traffic at O'Hare continue to show overscheduling and excessive delays. Daily scheduled operations published for August remain approximately 170 flights above the daily August 2003 scheduled flights. Several of the busiest traffic days ever recorded at O'Hare occurred since late June. On July 1, there were 2,968 operations, just 8 fewer than the previous record on August 31, 2001. Unfortunately, in May 2004, a NAS monthly record of 14,495 total delays was also established. Although the level of delays has fluctuated from month to month, and weather has played a major factor, the overall trend of delays remains unacceptably high when recent periods are compared to the period before November, 2003. The cumulative number of delays for this calendar year as of June 30 is 58,578; that figure is more than the respective full-year totals for each of 2000, 2001, and 2002.

Based on these and other factors, I have again determined that a scheduling reduction meeting regarding O'Hare is necessary, and the Secretary has made a similar determination that such a meeting is needed to meet a serious transportation need or important public benefit. At the meeting I look forward to summarizing the data available to the Department concerning delays at O'Hare and to providing our views concerning available options to relieve the congestion problem at O'Hare given limitations at the airport. We are interested in obtaining your views concerning the O'Hare congestion problem and will provide you with the opportunity both to provide written information to the agency and to express your views to representatives of the FAA during the scheduling reduction sessions described in the procedures for the conduct of the meeting, which are referred to below.

Because the scheduling reduction meeting and all preparations for it are subject to the antitrust laws, the FAA has worked closely with the Department of Justice, Antitrust Division on procedures for the conduct of the meeting that should help ensure legal compliance. Copies of the FAA letter to the Antitrust Division and their response are incorporated in the Federal Register notice. As noted in this correspondence, communications among carriers regarding competitively sensitive information could result in a violation of the antitrust laws and lead to civil or criminal liability. Thus, the procedures outlined in the notice provide for a series of scheduling reduction sessions to be conducted separately by FAA staff with each air carrier attending the meeting. We will also meet with representatives of the airport operator. The FAA requests the cooperation of all participants at the meeting in adhering to the procedures outlined in the notice.

The scheduling targets we plan to use for the meeting will be posted on the FAA's website not later than 9 a.m. EDT on Monday, August 2. The website address is <http://www.faa.gov>.

Also enclosed is a copy of our records reflecting a summary of your August 5, 2004, scheduled arrivals and departures at O'Hare in 15-minute increments. The FAA's Air Traffic Organization will work with your scheduling or operational departments to verify this information prior to the meeting. Additionally, please note that the Federal Register notice requests that you advise us by Monday, August 2, whether you will participate in the meeting and who your representative(s) will be.

We recognize that schedule adjustments may include some difficult decisions by your company as we move to improve the operational performance at O'Hare. We appreciate your full consideration and cooperation to resolve these issues.

Sincerely,

A handwritten signature in cursive script, appearing to read "Marion".

Marion C. Blakey
Administrator

Enclosures

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=UAL | Facility=ORD

#	Hour	Qtr	Departures	Arrivals	Total
1	0	1	0	1	1
2	0	2	0	1	1
3	4	4	0	4	4
4	5	1	0	3	3
5	5	2	0	5	5
6	5	3	0	1	1
7	5	4	0	2	2
8	6	1	3	1	4
9	6	2	2	4	6
10	6	3	13	3	16
11	6	4	9	13	22
12	7	1	12	17	29
13	7	2	0	11	11
14	7	3	5	3	8
15	7	4	12	9	21
16	8	1	23	9	32
17	8	2	6	8	14
18	8	3	6	5	11
19	8	4	5	18	23
20	9	1	16	15	31
21	9	2	10	13	23
22	9	3	3	3	6
23	9	4	12	11	23
24	10	1	20	12	32
25	10	2	14	7	21
26	10	3	4	10	14
27	10	4	18	12	30
28	11	1	13	12	25
29	11	2	7	7	14
30	11	3	0	2	2
31	11	4	14	12	26
32	12	1	18	6	24
33	12	2	3	14	17
34	12	3	2	18	20
35	12	4	3	3	6
36	13	1	13	10	23
37	13	2	20	6	26
38	13	3	15	13	28
39	13	4	10	11	21
40	14	1	10	18	28
41	14	2	5	8	13
42	14	3	5	6	11
43	14	4	21	12	33
44	15	1	14	18	32
45	15	2	8	8	16
46	15	3	8	8	16

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=UAL | Facility=ORD

#	Hour	Qtr	Departures	Arrivals	Total
47	15	4	17	8	25
48	16	1	13	19	32
49	16	2	8	12	20
50	16	3	2	11	13
51	16	4	18	6	24
52	17	1	9	18	27
53	17	2	10	11	21
54	17	3	3	5	8
55	17	4	19	12	31
56	18	1	18	7	25
57	18	2	17	10	27
58	18	3	1	13	14
59	18	4	5	16	21
60	19	1	19	15	34
61	19	2	4	9	13
62	19	3	7	7	14
63	19	4	29	12	41
64	20	1	3	22	25
65	20	2	4	16	20
66	20	3	2	8	10
67	20	4	10	4	14
68	21	1	20	1	21
69	21	2	15	0	15
70	21	3	10	2	12
71	21	4	1	3	4
72	22	1	0	1	1
73	22	4	0	1	1
74	23	1	0	2	2
75	23	2	0	1	1
76	23	4	0	1	1
Total:			646	646	1292

FSDS Data was last Updated on 7/24/04.

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=UAL,UAL,UAL | Facility=ORD

Includes SkyWest, Trans States, Chautauqua, Mesa, AWAC, United, Ted

# Carrier	Carrier Name	Hour	Qtr	Departures	Arrivals	Total
1 UAL	UNITD EXP/SKYWEST	6	2	0	2	2
2 UAL	UNITD EXP/SKYWEST	6	4	1	3	4
3 UAL	UNITD EXP/SKYWEST	7	1	2	3	5
4 UAL	UNITD EXP/SKYWEST	7	3	1	0	1
5 UAL	UNITD EXP/SKYWEST	7	4	2	4	6
6 UAL	UNITD EXP/SKYWEST	8	1	3	2	5
7 UAL	UNITD EXP/SKYWEST	8	2	0	2	2
8 UAL	UNITD EXP/SKYWEST	8	3	4	1	5
9 UAL	UNITD EXP/SKYWEST	8	4	0	2	2
10 UAL	UNITD EXP/SKYWEST	9	1	2	1	3
11 UAL	UNITD EXP/SKYWEST	9	2	3	2	5
12 UAL	UNITD EXP/SKYWEST	9	4	0	1	1
13 UAL	UNITD EXP/SKYWEST	10	1	4	1	5
14 UAL	UNITD EXP/SKYWEST	10	2	1	1	2
15 UAL	UNITD EXP/SKYWEST	10	3	1	2	3
16 UAL	UNITD EXP/SKYWEST	10	4	1	0	1
17 UAL	UNITD EXP/SKYWEST	11	1	1	2	3
18 UAL	UNITD EXP/SKYWEST	11	2	2	2	4
19 UAL	UNITD EXP/SKYWEST	11	4	0	1	1
20 UAL	UNITD EXP/SKYWEST	12	1	2	1	3
21 UAL	UNITD EXP/SKYWEST	12	2	1	2	3
22 UAL	UNITD EXP/SKYWEST	12	3	1	3	4
23 UAL	UNITD EXP/SKYWEST	13	1	3	0	3
24 UAL	UNITD EXP/SKYWEST	13	2	2	1	3
25 UAL	UNITD EXP/SKYWEST	13	3	2	3	5
26 UAL	UNITD EXP/SKYWEST	13	4	0	1	1
27 UAL	UNITD EXP/SKYWEST	14	1	1	2	3
28 UAL	UNITD EXP/SKYWEST	14	2	2	0	2
29 UAL	UNITD EXP/SKYWEST	14	3	1	1	2
30 UAL	UNITD EXP/SKYWEST	14	4	2	1	3
31 UAL	UNITD EXP/SKYWEST	15	1	1	2	3
32 UAL	UNITD EXP/SKYWEST	15	2	1	1	2
33 UAL	UNITD EXP/SKYWEST	15	3	1	1	2
34 UAL	UNITD EXP/SKYWEST	15	4	3	1	4
35 UAL	UNITD EXP/SKYWEST	16	1	0	1	1
36 UAL	UNITD EXP/SKYWEST	16	2	2	1	3
37 UAL	UNITD EXP/SKYWEST	16	4	2	0	2
38 UAL	UNITD EXP/SKYWEST	17	1	0	4	4
39 UAL	UNITD EXP/SKYWEST	17	2	0	1	1
40 UAL	UNITD EXP/SKYWEST	17	3	0	1	1
41 UAL	UNITD EXP/SKYWEST	17	4	3	2	5
42 UAL	UNITD EXP/SKYWEST	18	1	0	2	2
43 UAL	UNITD EXP/SKYWEST	18	2	3	1	4
44 UAL	UNITD EXP/SKYWEST	18	3	0	2	2
45 UAL	UNITD EXP/SKYWEST	18	4	1	3	4

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=UAL,UAL,UAL | Facility=ORD

Includes SkyWest, Trans States, Chautauqua, Mesa, AWAC, United, Ted

# Carrier	Carrier Name	Hour	Qtr	Departures	Arrivals	Total
46 UAL	UNITD EXP/SKYWEST	19	1	4	1	5
47 UAL	UNITD EXP/SKYWEST	19	2	0	1	1
48 UAL	UNITD EXP/SKYWEST	19	3	0	1	1
49 UAL	UNITD EXP/SKYWEST	19	4	7	1	8
50 UAL	UNITD EXP/SKYWEST	20	1	0	2	2
51 UAL	UNITD EXP/SKYWEST	20	2	1	4	5
52 UAL	UNITD EXP/SKYWEST	20	4	1	0	1
53 UAL	UNITD EXP/SKYWEST	21	2	5	0	5
54 UAL	UNITD EXP/TRANS	7	2	0	2	2
55 UAL	UNITD EXP/TRANS	7	3	0	1	1
56 UAL	UNITD EXP/TRANS	8	1	1	0	1
57 UAL	UNITD EXP/TRANS	9	1	2	1	3
58 UAL	UNITD EXP/TRANS	10	2	1	0	1
59 UAL	UNITD EXP/TRANS	11	1	0	1	1
60 UAL	UNITD EXP/TRANS	11	2	0	1	1
61 UAL	UNITD EXP/TRANS	11	4	1	1	2
62 UAL	UNITD EXP/TRANS	12	1	1	0	1
63 UAL	UNITD EXP/TRANS	13	2	1	0	1
64 UAL	UNITD EXP/TRANS	14	1	0	1	1
65 UAL	UNITD EXP/TRANS	14	4	0	1	1
66 UAL	UNITD EXP/TRANS	15	1	1	1	2
67 UAL	UNITD EXP/TRANS	15	3	1	0	1
68 UAL	UNITD EXP/TRANS	15	4	1	0	1
69 UAL	UNITD EXP/TRANS	16	1	0	1	1
70 UAL	UNITD EXP/TRANS	16	3	0	1	1
71 UAL	UNITD EXP/TRANS	16	4	1	0	1
72 UAL	UNITD EXP/TRANS	17	2	1	0	1
73 UAL	UNITD EXP/TRANS	19	4	0	1	1
74 UAL	UNITD EXP/TRANS	20	1	0	1	1
75 UAL	UNITD EXP/TRANS	20	4	2	1	3
76 UAL	UNITD EXP/TRANS	21	2	1	0	1
77 UAL	UNITED AIRLINES	0	1	0	1	1
78 UAL	UNITED AIRLINES	0	2	0	1	1
79 UAL	UNITED AIRLINES	4	4	0	4	4
80 UAL	UNITED AIRLINES	5	1	0	2	2
81 UAL	UNITED AIRLINES	5	2	0	4	4
82 UAL	UNITED AIRLINES	5	3	0	1	1
83 UAL	UNITED AIRLINES	5	4	0	2	2
84 UAL	UNITED AIRLINES	6	1	3	0	3
85 UAL	UNITED AIRLINES	6	2	2	1	3
86 UAL	UNITED AIRLINES	6	3	9	2	11
87 UAL	UNITED AIRLINES	6	4	4	6	10
88 UAL	UNITED AIRLINES	7	1	6	6	12
89 UAL	UNITED AIRLINES	7	2	0	3	3
90 UAL	UNITED AIRLINES	7	3	1	1	2
91 UAL	UNITED AIRLINES	7	4	2	4	6

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=UAL,UAL,UAL | Facility=ORD

Includes SkyWest, Trans States, Chautauqua, Mesa, AWAC, United, Ted

# Carrier	Carrier Name	Hour	Qtr	Departures	Arrivals	Total
92 UAL	UNITED AIRLINES	8	1	12	4	16
93 UAL	UNITED AIRLINES	8	2	6	4	10
94 UAL	UNITED AIRLINES	8	3	0	1	1
95 UAL	UNITED AIRLINES	8	4	3	15	18
96 UAL	UNITED AIRLINES	9	1	9	4	13
97 UAL	UNITED AIRLINES	9	2	5	9	14
98 UAL	UNITED AIRLINES	9	3	1	3	4
99 UAL	UNITED AIRLINES	9	4	7	5	12
100 UAL	UNITED AIRLINES	10	1	11	7	18
101 UAL	UNITED AIRLINES	10	2	10	2	12
102 UAL	UNITED AIRLINES	10	3	2	5	7
103 UAL	UNITED AIRLINES	10	4	10	10	20
104 UAL	UNITED AIRLINES	11	1	8	3	11
105 UAL	UNITED AIRLINES	11	2	1	2	3
106 UAL	UNITED AIRLINES	11	3	0	2	2
107 UAL	UNITED AIRLINES	11	4	8	7	15
108 UAL	UNITED AIRLINES	12	1	11	4	15
109 UAL	UNITED AIRLINES	12	2	2	11	13
110 UAL	UNITED AIRLINES	12	3	1	6	7
111 UAL	UNITED AIRLINES	12	4	2	2	4
112 UAL	UNITED AIRLINES	13	1	8	6	14
113 UAL	UNITED AIRLINES	13	2	9	3	12
114 UAL	UNITED AIRLINES	13	3	8	7	15
115 UAL	UNITED AIRLINES	13	4	5	6	11
116 UAL	UNITED AIRLINES	14	1	7	8	15
117 UAL	UNITED AIRLINES	14	2	1	6	7
118 UAL	UNITED AIRLINES	14	3	3	5	8
119 UAL	UNITED AIRLINES	14	4	9	8	17
120 UAL	UNITED AIRLINES	15	1	10	9	19
121 UAL	UNITED AIRLINES	15	2	7	3	10
122 UAL	UNITED AIRLINES	15	3	3	4	7
123 UAL	UNITED AIRLINES	15	4	8	3	11
124 UAL	UNITED AIRLINES	16	1	9	9	18
125 UAL	UNITED AIRLINES	16	2	3	10	13
126 UAL	UNITED AIRLINES	16	3	0	7	7
127 UAL	UNITED AIRLINES	16	4	10	6	16
128 UAL	UNITED AIRLINES	17	1	8	9	17
129 UAL	UNITED AIRLINES	17	2	7	6	13
130 UAL	UNITED AIRLINES	17	3	2	4	6
131 UAL	UNITED AIRLINES	17	4	8	9	17
132 UAL	UNITED AIRLINES	18	1	14	4	18
133 UAL	UNITED AIRLINES	18	2	11	6	17
134 UAL	UNITED AIRLINES	18	3	1	6	7
135 UAL	UNITED AIRLINES	18	4	3	6	9
136 UAL	UNITED AIRLINES	19	1	11	10	21
137 UAL	UNITED AIRLINES	19	2	2	8	10

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=UAL,UAL,UAL | Facility=ORD

Includes SkyWest, Trans States, Chautauqua, Mesa, AWAC, United, Ted

# Carrier	Carrier Name	Hour	Qtr	Departures	Arrivals	Total
138 UAL	UNITED AIRLINES	19	3	7	5	12
139 UAL	UNITED AIRLINES	19	4	11	7	18
140 UAL	UNITED AIRLINES	20	1	3	9	12
141 UAL	UNITED AIRLINES	20	2	3	7	10
142 UAL	UNITED AIRLINES	20	3	2	7	9
143 UAL	UNITED AIRLINES	20	4	0	3	3
144 UAL	UNITED AIRLINES	21	1	18	0	18
145 UAL	UNITED AIRLINES	21	2	5	0	5
146 UAL	UNITED AIRLINES	21	3	7	2	9
147 UAL	UNITED AIRLINES	21	4	0	3	3
148 UAL	UNITED AIRLINES	22	1	0	1	1
149 UAL	UNITED AIRLINES	22	4	0	1	1
150 UAL	UNITED AIRLINES	23	2	0	1	1
151 UAL	UNITED AIRLINES	23	4	0	1	1
152 UAL	UNITED EXPRESS/YV	7	2	0	1	1
153 UAL	UNITED EXPRESS/YV	8	1	1	0	1
154 UAL	UNITED EXPRESS/YV	9	1	0	1	1
155 UAL	UNITED EXPRESS/YV	9	4	0	1	1
156 UAL	UNITED EXPRESS/YV	10	2	1	0	1
157 UAL	UNITED EXPRESS/YV	10	4	1	0	1
158 UAL	UNITED EXPRESS/YV	13	4	0	1	1
159 UAL	UNITED EXPRESS/YV	14	1	0	1	1
160 UAL	UNITED EXPRESS/YV	14	3	1	0	1
161 UAL	UNITED EXPRESS/YV	14	4	1	0	1
162 UAL	UNITED EXPRESS/YV	15	4	0	1	1
163 UAL	UNITED EXPRESS/YV	16	3	0	2	2
164 UAL	UNITED EXPRESS/YV	17	2	1	0	1
165 UAL	UNITED EXPRESS/YV	17	3	1	0	1
166 UAL	UNITED EXPRESS/YV	18	1	1	0	1
167 UAL	UNITED EXPRESS/YV	20	1	0	1	1
168 UAL	UNITED EXPRESS/YV	20	2	0	1	1
169 UAL	UNITED EXPRESS/YV	20	4	1	0	1
170 UAL	UNITED EXPRESS/YV	21	2	1	0	1
171 UAL	UNITED FOR TED	5	1	0	1	1
172 UAL	UNITED FOR TED	5	2	0	1	1
173 UAL	UNITED FOR TED	6	4	3	0	3
174 UAL	UNITED FOR TED	7	1	1	0	1
175 UAL	UNITED FOR TED	7	3	0	1	1
176 UAL	UNITED FOR TED	8	1	0	1	1
177 UAL	UNITED FOR TED	8	3	1	1	2
178 UAL	UNITED FOR TED	9	1	1	1	2
179 UAL	UNITED FOR TED	9	3	1	0	1
180 UAL	UNITED FOR TED	9	4	1	2	3
181 UAL	UNITED FOR TED	11	1	2	1	3
182 UAL	UNITED FOR TED	11	2	0	1	1
183 UAL	UNITED FOR TED	11	4	1	1	2

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=UAL,UAL,UAL | Facility=ORD

Includes SkyWest, Trans States, Chautauqua, Mesa, AWAC, United, Ted

# Carrier	Carrier Name	Hour	Qtr	Departures	Arrivals	Total
184 UAL	UNITED FOR TED	12	1	1	0	1
185 UAL	UNITED FOR TED	13	1	1	1	2
186 UAL	UNITED FOR TED	13	4	1	1	2
187 UAL	UNITED FOR TED	14	1	0	1	1
188 UAL	UNITED FOR TED	14	4	2	1	3
189 UAL	UNITED FOR TED	15	2	0	2	2
190 UAL	UNITED FOR TED	15	4	1	0	1
191 UAL	UNITED FOR TED	16	1	2	1	3
192 UAL	UNITED FOR TED	16	3	0	1	1
193 UAL	UNITED FOR TED	17	1	1	0	1
194 UAL	UNITED FOR TED	17	2	1	2	3
195 UAL	UNITED FOR TED	18	1	1	0	1
196 UAL	UNITED FOR TED	18	2	1	2	3
197 UAL	UNITED FOR TED	18	3	0	1	1
198 UAL	UNITED FOR TED	19	1	2	1	3
199 UAL	UNITED FOR TED	19	4	2	0	2
200 UAL	UNITED FOR TED	20	1	0	1	1
201 UAL	UNITED FOR TED	20	2	0	2	2
202 UAL	UNITED FOR TED	21	1	1	0	1
203 UAL	UNITED FOR TED	21	3	2	0	2
204 UAL	UNITED FOR TED	23	1	0	2	2
205 UAL	UNITED EXPRESS/AWAC	6	1	0	1	1
206 UAL	UNITED EXPRESS/AWAC	6	2	0	1	1
207 UAL	UNITED EXPRESS/AWAC	6	3	4	0	4
208 UAL	UNITED EXPRESS/AWAC	6	4	1	4	5
209 UAL	UNITED EXPRESS/AWAC	7	1	3	8	11
210 UAL	UNITED EXPRESS/AWAC	7	2	0	4	4
211 UAL	UNITED EXPRESS/AWAC	7	3	3	0	3
212 UAL	UNITED EXPRESS/AWAC	7	4	8	1	9
213 UAL	UNITED EXPRESS/AWAC	8	1	5	2	7
214 UAL	UNITED EXPRESS/AWAC	8	2	0	2	2
215 UAL	UNITED EXPRESS/AWAC	8	3	1	2	3
216 UAL	UNITED EXPRESS/AWAC	8	4	2	1	3
217 UAL	UNITED EXPRESS/AWAC	9	1	2	7	9
218 UAL	UNITED EXPRESS/AWAC	9	2	1	2	3
219 UAL	UNITED EXPRESS/AWAC	9	3	1	0	1
220 UAL	UNITED EXPRESS/AWAC	9	4	4	2	6
221 UAL	UNITED EXPRESS/AWAC	10	1	5	4	9
222 UAL	UNITED EXPRESS/AWAC	10	2	1	4	5
223 UAL	UNITED EXPRESS/AWAC	10	3	1	3	4
224 UAL	UNITED EXPRESS/AWAC	10	4	6	2	8
225 UAL	UNITED EXPRESS/AWAC	11	1	2	5	7
226 UAL	UNITED EXPRESS/AWAC	11	2	4	0	4
227 UAL	UNITED EXPRESS/AWAC	11	4	4	2	6
228 UAL	UNITED EXPRESS/AWAC	12	1	3	1	4
229 UAL	UNITED EXPRESS/AWAC	12	2	0	1	1

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=UAL,UAL,UAL | Facility=ORD

Includes SkyWest, Trans States, Chautauqua, Mesa, AWAC, United, Ted

# Carrier	Carrier Name	Hour	Qtr	Departures	Arrivals	Total
230 UAL	UNITEDEXPRESS/AWAC	12	3	0	9	9
231 UAL	UNITEDEXPRESS/AWAC	12	4	1	1	2
232 UAL	UNITEDEXPRESS/AWAC	13	1	0	3	3
233 UAL	UNITEDEXPRESS/AWAC	13	2	8	2	10
234 UAL	UNITEDEXPRESS/AWAC	13	3	5	3	8
235 UAL	UNITEDEXPRESS/AWAC	13	4	4	2	6
236 UAL	UNITEDEXPRESS/AWAC	14	1	2	5	7
237 UAL	UNITEDEXPRESS/AWAC	14	2	2	2	4
238 UAL	UNITEDEXPRESS/AWAC	14	4	7	1	8
239 UAL	UNITEDEXPRESS/AWAC	15	1	2	6	8
240 UAL	UNITEDEXPRESS/AWAC	15	2	0	2	2
241 UAL	UNITEDEXPRESS/AWAC	15	3	3	3	6
242 UAL	UNITEDEXPRESS/AWAC	15	4	4	3	7
243 UAL	UNITEDEXPRESS/AWAC	16	1	2	7	9
244 UAL	UNITEDEXPRESS/AWAC	16	2	3	0	3
245 UAL	UNITEDEXPRESS/AWAC	16	3	2	0	2
246 UAL	UNITEDEXPRESS/AWAC	16	4	5	0	5
247 UAL	UNITEDEXPRESS/AWAC	17	1	0	5	5
248 UAL	UNITEDEXPRESS/AWAC	17	2	0	2	2
249 UAL	UNITEDEXPRESS/AWAC	17	4	7	1	8
250 UAL	UNITEDEXPRESS/AWAC	18	1	2	1	3
251 UAL	UNITEDEXPRESS/AWAC	18	2	2	1	3
252 UAL	UNITEDEXPRESS/AWAC	18	3	0	4	4
253 UAL	UNITEDEXPRESS/AWAC	18	4	1	7	8
254 UAL	UNITEDEXPRESS/AWAC	19	1	2	3	5
255 UAL	UNITEDEXPRESS/AWAC	19	2	2	0	2
256 UAL	UNITEDEXPRESS/AWAC	19	3	0	1	1
257 UAL	UNITEDEXPRESS/AWAC	19	4	9	3	12
258 UAL	UNITEDEXPRESS/AWAC	20	1	0	7	7
259 UAL	UNITEDEXPRESS/AWAC	20	2	0	2	2
260 UAL	UNITEDEXPRESS/AWAC	20	3	0	1	1
261 UAL	UNITEDEXPRESS/AWAC	20	4	5	0	5
262 UAL	UNITEDEXPRESS/AWAC	21	1	1	1	2
263 UAL	UNITEDEXPRESS/AWAC	21	2	3	0	3
264 UAL	UNITEDEXPRESS/AWAC	21	3	1	0	1
265 UAL	UNITEDEXPRESS/AWAC	21	4	1	0	1
266 UAL	UNTD EX/CHAUTAUQUA	6	3	0	1	1
267 UAL	UNTD EX/CHAUTAUQUA	7	2	0	1	1
268 UAL	UNTD EX/CHAUTAUQUA	8	1	1	0	1
269 UAL	UNTD EX/CHAUTAUQUA	9	2	1	0	1
270 UAL	UNTD EX/CHAUTAUQUA	11	2	0	1	1
271 UAL	UNTD EX/CHAUTAUQUA	13	1	1	0	1
272 UAL	UNTD EX/CHAUTAUQUA	16	2	0	1	1
273 UAL	UNTD EX/CHAUTAUQUA	17	4	1	0	1
274 UAL	UNTD EX/CHAUTAUQUA	20	1	0	1	1
275 UAL	UNTD EX/CHAUTAUQUA	20	4	1	0	1

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=UAL,UAL,UAL | Facility=ORD

Includes SkyWest, Trans States, Chautauqua, Mesa, AWAC, United, Ted

# Carrier	Carrier Name	Hour	Qtr	Departures	Arrivals	Total
Total:				646	646	1292

FSDS Data was last Updated on 7/24/04.



U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

July 28, 2004

Mr. Hulas Kanodia
President and CEO
Trans States Airlines, Inc.
11495 Natural Bridge Road
Suite 340
St. Louis, MO 63044

Dear Mr. Kanodia:

I am writing to request the participation of Trans States Airlines, Inc. in a meeting regarding flight schedules at Chicago O'Hare International Airport (O'Hare) that we plan to conduct to reduce delays and improve on-time performance at the airport. The Federal Aviation Administration (FAA) will hold the scheduling reduction meeting on August 4, 2004, beginning at 9:30 a.m., and the meeting will continue on August 5, if necessary. The meeting will be held in the Bessie Coleman Conference Center, Federal Aviation Administration, Orville Wright Building, Second Floor, 800 Independence Avenue, SW, Washington, DC. 20591. We are sending similar letters to all U.S. and Canadian scheduled air carriers currently conducting scheduled service at O'Hare and to the airport operator. A notice of the meeting was issued today and is on display at the Federal Register. A copy is enclosed for your reference. An electronic copy is also available via the Internet on the Department of Transportation Docket Management System, Docket FAA-2004-16944. That website address is <http://dms.dot.gov>.

The Secretary of Transportation is authorized under the Federal Aviation Act (49 U.S.C. § 41722) to ask air carriers to meet with the FAA Administrator to discuss flight scheduling reductions at severely congested airports during peak operating hours. In January of 2004, following several months in which delays at O'Hare and emanating from the airport through the national airspace system (NAS) had reached unacceptable levels, I determined that such a meeting regarding severe congestion at O'Hare was necessary. The Secretary then made a similar determination that a meeting was needed to meet a serious transportation need or important public benefit. Before the meeting was to occur, however, the FAA reached agreement with each of the two largest operators at O'Hare regarding reductions in their scheduled service during peak hours and, thereafter, entered an order implementing the reductions. *See* Docket FAA-2004-16944 for FAA Orders issued on January 21, 2004, and amended on April 21, 2004. In these Orders, we made clear our intention to conduct a scheduling reduction meeting if the consensual reductions did not achieve their desired effect.

The Orders limiting scheduled operations during certain hours at O'Hare by American Airlines and United Airlines will expire in just three months, as of October 30, 2004.

Moreover, even with the reductions by those carriers, the statistics for air traffic at O'Hare continue to show overscheduling and excessive delays. Daily scheduled operations published for August remain approximately 170 flights above the daily August 2003 scheduled flights. Several of the busiest traffic days ever recorded at O'Hare occurred since late June. On July 1, there were 2,968 operations, just 8 fewer than the previous record on August 31, 2001. Unfortunately, in May 2004, a NAS monthly record of 14,495 total delays was also established. Although the level of delays has fluctuated from month to month, and weather has played a major factor, the overall trend of delays remains unacceptably high when recent periods are compared to the period before November, 2003. The cumulative number of delays for this calendar year as of June 30 is 58,578; that figure is more than the respective full-year totals for each of 2000, 2001, and 2002.

Based on these and other factors, I have again determined that a scheduling reduction meeting regarding O'Hare is necessary, and the Secretary has made a similar determination that such a meeting is needed to meet a serious transportation need or important public benefit. At the meeting I look forward to summarizing the data available to the Department concerning delays at O'Hare and to providing our views concerning available options to relieve the congestion problem at O'Hare given limitations at the airport. We are interested in obtaining your views concerning the O'Hare congestion problem and will provide you with the opportunity both to provide written information to the agency and to express your views to representatives of the FAA during the scheduling reduction sessions described in the procedures for the conduct of the meeting, which are referred to below.

Because the scheduling reduction meeting and all preparations for it are subject to the antitrust laws, the FAA has worked closely with the Department of Justice, Antitrust Division on procedures for the conduct of the meeting that should help ensure legal compliance. Copies of the FAA letter to the Antitrust Division and their response are incorporated in the Federal Register notice. As noted in this correspondence, communications among carriers regarding competitively sensitive information could result in a violation of the antitrust laws and lead to civil or criminal liability. Thus, the procedures outlined in the notice provide for a series of scheduling reduction sessions to be conducted separately by FAA staff with each air carrier attending the meeting. We will also meet with representatives of the airport operator. The FAA requests the cooperation of all participants at the meeting in adhering to the procedures outlined in the notice.

The scheduling targets we plan to use for the meeting will be posted on the FAA's website not later than 9 a.m. EDT on Monday, August 2. The website address is <http://www.faa.gov>.

Also enclosed is a copy of our records reflecting a summary of your August 5, 2004, scheduled arrivals and departures at O'Hare in 15-minute increments. The FAA's Air Traffic Organization will work with your scheduling or operational departments to verify this information prior to the meeting. Additionally, please note that the Federal Register notice requests that you advise us by Monday, August 2, whether you will participate in the meeting and who your representative(s) will be.

We recognize that schedule adjustments may include some difficult decisions by your company as we move to improve the operational performance at O'Hare. We appreciate your full consideration and cooperation to resolve these issues.

Sincerely,

A handwritten signature in cursive script, appearing to read "Marion".

Marion C. Blakey
Administrator

Enclosures

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=UAL | Facility=ORD

#	Hour	Qtr	Departures	Arrivals	Total
1	0	1	0	1	1
2	0	2	0	1	1
3	4	4	0	4	4
4	5	1	0	3	3
5	5	2	0	5	5
6	5	3	0	1	1
7	5	4	0	2	2
8	6	1	3	1	4
9	6	2	2	4	6
10	6	3	13	3	16
11	6	4	9	13	22
12	7	1	12	17	29
13	7	2	0	11	11
14	7	3	5	3	8
15	7	4	12	9	21
16	8	1	23	9	32
17	8	2	6	8	14
18	8	3	6	5	11
19	8	4	5	18	23
20	9	1	16	15	31
21	9	2	10	13	23
22	9	3	3	3	6
23	9	4	12	11	23
24	10	1	20	12	32
25	10	2	14	7	21
26	10	3	4	10	14
27	10	4	18	12	30
28	11	1	13	12	25
29	11	2	7	7	14
30	11	3	0	2	2
31	11	4	14	12	26
32	12	1	18	6	24
33	12	2	3	14	17
34	12	3	2	18	20
35	12	4	3	3	6
36	13	1	13	10	23
37	13	2	20	6	26
38	13	3	15	13	28
39	13	4	10	11	21
40	14	1	10	18	28
41	14	2	5	8	13
42	14	3	5	6	11
43	14	4	21	12	33
44	15	1	14	18	32
45	15	2	8	8	16
46	15	3	8	8	16

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=UAL | Facility=ORD

#	Hour	Qtr	Departures	Arrivals	Total
47	15	4	17	8	25
48	16	1	13	19	32
49	16	2	8	12	20
50	16	3	2	11	13
51	16	4	18	6	24
52	17	1	9	18	27
53	17	2	10	11	21
54	17	3	3	5	8
55	17	4	19	12	31
56	18	1	18	7	25
57	18	2	17	10	27
58	18	3	1	13	14
59	18	4	5	16	21
60	19	1	19	15	34
61	19	2	4	9	13
62	19	3	7	7	14
63	19	4	29	12	41
64	20	1	3	22	25
65	20	2	4	16	20
66	20	3	2	8	10
67	20	4	10	4	14
68	21	1	20	1	21
69	21	2	15	0	15
70	21	3	10	2	12
71	21	4	1	3	4
72	22	1	0	1	1
73	22	4	0	1	1
74	23	1	0	2	2
75	23	2	0	1	1
76	23	4	0	1	1
Total:			646	646	1292

FSDS Data was last Updated on 7/24/04.

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=UAL,UAL,UAL | Facility=ORD

Includes SkyWest, Trans States, Chautauqua, Mesa, AWAC, United, Ted

#	Carrier	Carrier Name	Hour	Qtr	Departures	Arrivals	Total
1	UAL	UNITD EXP/SKYWEST	6	2	0	2	2
2	UAL	UNITD EXP/SKYWEST	6	4	1	3	4
3	UAL	UNITD EXP/SKYWEST	7	1	2	3	5
4	UAL	UNITD EXP/SKYWEST	7	3	1	0	1
5	UAL	UNITD EXP/SKYWEST	7	4	2	4	6
6	UAL	UNITD EXP/SKYWEST	8	1	3	2	5
7	UAL	UNITD EXP/SKYWEST	8	2	0	2	2
8	UAL	UNITD EXP/SKYWEST	8	3	4	1	5
9	UAL	UNITD EXP/SKYWEST	8	4	0	2	2
10	UAL	UNITD EXP/SKYWEST	9	1	2	1	3
11	UAL	UNITD EXP/SKYWEST	9	2	3	2	5
12	UAL	UNITD EXP/SKYWEST	9	4	0	1	1
13	UAL	UNITD EXP/SKYWEST	10	1	4	1	5
14	UAL	UNITD EXP/SKYWEST	10	2	1	1	2
15	UAL	UNITD EXP/SKYWEST	10	3	1	2	3
16	UAL	UNITD EXP/SKYWEST	10	4	1	0	1
17	UAL	UNITD EXP/SKYWEST	11	1	1	2	3
18	UAL	UNITD EXP/SKYWEST	11	2	2	2	4
19	UAL	UNITD EXP/SKYWEST	11	4	0	1	1
20	UAL	UNITD EXP/SKYWEST	12	1	2	1	3
21	UAL	UNITD EXP/SKYWEST	12	2	1	2	3
22	UAL	UNITD EXP/SKYWEST	12	3	1	3	4
23	UAL	UNITD EXP/SKYWEST	13	1	3	0	3
24	UAL	UNITD EXP/SKYWEST	13	2	2	1	3
25	UAL	UNITD EXP/SKYWEST	13	3	2	3	5
26	UAL	UNITD EXP/SKYWEST	13	4	0	1	1
27	UAL	UNITD EXP/SKYWEST	14	1	1	2	3
28	UAL	UNITD EXP/SKYWEST	14	2	2	0	2
29	UAL	UNITD EXP/SKYWEST	14	3	1	1	2
30	UAL	UNITD EXP/SKYWEST	14	4	2	1	3
31	UAL	UNITD EXP/SKYWEST	15	1	1	2	3
32	UAL	UNITD EXP/SKYWEST	15	2	1	1	2
33	UAL	UNITD EXP/SKYWEST	15	3	1	1	2
34	UAL	UNITD EXP/SKYWEST	15	4	3	1	4
35	UAL	UNITD EXP/SKYWEST	16	1	0	1	1
36	UAL	UNITD EXP/SKYWEST	16	2	2	1	3
37	UAL	UNITD EXP/SKYWEST	16	4	2	0	2
38	UAL	UNITD EXP/SKYWEST	17	1	0	4	4
39	UAL	UNITD EXP/SKYWEST	17	2	0	1	1
40	UAL	UNITD EXP/SKYWEST	17	3	0	1	1
41	UAL	UNITD EXP/SKYWEST	17	4	3	2	5
42	UAL	UNITD EXP/SKYWEST	18	1	0	2	2
43	UAL	UNITD EXP/SKYWEST	18	2	3	1	4
44	UAL	UNITD EXP/SKYWEST	18	3	0	2	2
45	UAL	UNITD EXP/SKYWEST	18	4	1	3	4

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=UAL,UAL,UAL | Facility=ORD

Includes SkyWest, Trans States, Chautauqua, Mesa, AWAC, United, Ted

#	Carrier	Carrier Name	Hour	Qtr	Departures	Arrivals	Total
46	UAL	UNITD EXP/SKYWEST	19	1	4	1	5
47	UAL	UNITD EXP/SKYWEST	19	2	0	1	1
48	UAL	UNITD EXP/SKYWEST	19	3	0	1	1
49	UAL	UNITD EXP/SKYWEST	19	4	7	1	8
50	UAL	UNITD EXP/SKYWEST	20	1	0	2	2
51	UAL	UNITD EXP/SKYWEST	20	2	1	4	5
52	UAL	UNITD EXP/SKYWEST	20	4	1	0	1
53	UAL	UNITD EXP/SKYWEST	21	2	5	0	5
54	UAL	UNITD EXP/TRANS	7	2	0	2	2
55	UAL	UNITD EXP/TRANS	7	3	0	1	1
56	UAL	UNITD EXP/TRANS	8	1	1	0	1
57	UAL	UNITD EXP/TRANS	9	1	2	1	3
58	UAL	UNITD EXP/TRANS	10	2	1	0	1
59	UAL	UNITD EXP/TRANS	11	1	0	1	1
60	UAL	UNITD EXP/TRANS	11	2	0	1	1
61	UAL	UNITD EXP/TRANS	11	4	1	1	2
62	UAL	UNITD EXP/TRANS	12	1	1	0	1
63	UAL	UNITD EXP/TRANS	13	2	1	0	1
64	UAL	UNITD EXP/TRANS	14	1	0	1	1
65	UAL	UNITD EXP/TRANS	14	4	0	1	1
66	UAL	UNITD EXP/TRANS	15	1	1	1	2
67	UAL	UNITD EXP/TRANS	15	3	1	0	1
68	UAL	UNITD EXP/TRANS	15	4	1	0	1
69	UAL	UNITD EXP/TRANS	16	1	0	1	1
70	UAL	UNITD EXP/TRANS	16	3	0	1	1
71	UAL	UNITD EXP/TRANS	16	4	1	0	1
72	UAL	UNITD EXP/TRANS	17	2	1	0	1
73	UAL	UNITD EXP/TRANS	19	4	0	1	1
74	UAL	UNITD EXP/TRANS	20	1	0	1	1
75	UAL	UNITD EXP/TRANS	20	4	2	1	3
76	UAL	UNITD EXP/TRANS	21	2	1	0	1
77	UAL	UNITED AIRLINES	0	1	0	1	1
78	UAL	UNITED AIRLINES	0	2	0	1	1
79	UAL	UNITED AIRLINES	4	4	0	4	4
80	UAL	UNITED AIRLINES	5	1	0	2	2
81	UAL	UNITED AIRLINES	5	2	0	4	4
82	UAL	UNITED AIRLINES	5	3	0	1	1
83	UAL	UNITED AIRLINES	5	4	0	2	2
84	UAL	UNITED AIRLINES	6	1	3	0	3
85	UAL	UNITED AIRLINES	6	2	2	1	3
86	UAL	UNITED AIRLINES	6	3	9	2	11
87	UAL	UNITED AIRLINES	6	4	4	6	10
88	UAL	UNITED AIRLINES	7	1	6	6	12
89	UAL	UNITED AIRLINES	7	2	0	3	3
90	UAL	UNITED AIRLINES	7	3	1	1	2
91	UAL	UNITED AIRLINES	7	4	2	4	6

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=UAL,UAL,UAL | Facility=ORD

Includes SkyWest, Trans States, Chautauqua, Mesa, AWAC, United, Ted

#	Carrier	Carrier Name	Hour	Qtr	Departures	Arrivals	Total
92	UAL	UNITED AIRLINES	8	1	12	4	16
93	UAL	UNITED AIRLINES	8	2	6	4	10
94	UAL	UNITED AIRLINES	8	3	0	1	1
95	UAL	UNITED AIRLINES	8	4	3	15	18
96	UAL	UNITED AIRLINES	9	1	9	4	13
97	UAL	UNITED AIRLINES	9	2	5	9	14
98	UAL	UNITED AIRLINES	9	3	1	3	4
99	UAL	UNITED AIRLINES	9	4	7	5	12
100	UAL	UNITED AIRLINES	10	1	11	7	18
101	UAL	UNITED AIRLINES	10	2	10	2	12
102	UAL	UNITED AIRLINES	10	3	2	5	7
103	UAL	UNITED AIRLINES	10	4	10	10	20
104	UAL	UNITED AIRLINES	11	1	8	3	11
105	UAL	UNITED AIRLINES	11	2	1	2	3
106	UAL	UNITED AIRLINES	11	3	0	2	2
107	UAL	UNITED AIRLINES	11	4	8	7	15
108	UAL	UNITED AIRLINES	12	1	11	4	15
109	UAL	UNITED AIRLINES	12	2	2	11	13
110	UAL	UNITED AIRLINES	12	3	1	6	7
111	UAL	UNITED AIRLINES	12	4	2	2	4
112	UAL	UNITED AIRLINES	13	1	8	6	14
113	UAL	UNITED AIRLINES	13	2	9	3	12
114	UAL	UNITED AIRLINES	13	3	8	7	15
115	UAL	UNITED AIRLINES	13	4	5	6	11
116	UAL	UNITED AIRLINES	14	1	7	8	15
117	UAL	UNITED AIRLINES	14	2	1	6	7
118	UAL	UNITED AIRLINES	14	3	3	5	8
119	UAL	UNITED AIRLINES	14	4	9	8	17
120	UAL	UNITED AIRLINES	15	1	10	9	19
121	UAL	UNITED AIRLINES	15	2	7	3	10
122	UAL	UNITED AIRLINES	15	3	3	4	7
123	UAL	UNITED AIRLINES	15	4	8	3	11
124	UAL	UNITED AIRLINES	16	1	9	9	18
125	UAL	UNITED AIRLINES	16	2	3	10	13
126	UAL	UNITED AIRLINES	16	3	0	7	7
127	UAL	UNITED AIRLINES	16	4	10	6	16
128	UAL	UNITED AIRLINES	17	1	8	9	17
129	UAL	UNITED AIRLINES	17	2	7	6	13
130	UAL	UNITED AIRLINES	17	3	2	4	6
131	UAL	UNITED AIRLINES	17	4	8	9	17
132	UAL	UNITED AIRLINES	18	1	14	4	18
133	UAL	UNITED AIRLINES	18	2	11	6	17
134	UAL	UNITED AIRLINES	18	3	1	6	7
135	UAL	UNITED AIRLINES	18	4	3	6	9
136	UAL	UNITED AIRLINES	19	1	11	10	21
137	UAL	UNITED AIRLINES	19	2	2	8	10

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=UAL,UAL,UAL | Facility=ORD

Includes SkyWest, Trans States, Chautauqua, Mesa, AWAC, United, Ted

#	Carrier	Carrier Name	Hour	Qtr	Departures	Arrivals	Total
138	UAL	UNITED AIRLINES	19	3	7	5	12
139	UAL	UNITED AIRLINES	19	4	11	7	18
140	UAL	UNITED AIRLINES	20	1	3	9	12
141	UAL	UNITED AIRLINES	20	2	3	7	10
142	UAL	UNITED AIRLINES	20	3	2	7	9
143	UAL	UNITED AIRLINES	20	4	0	3	3
144	UAL	UNITED AIRLINES	21	1	18	0	18
145	UAL	UNITED AIRLINES	21	2	5	0	5
146	UAL	UNITED AIRLINES	21	3	7	2	9
147	UAL	UNITED AIRLINES	21	4	0	3	3
148	UAL	UNITED AIRLINES	22	1	0	1	1
149	UAL	UNITED AIRLINES	22	4	0	1	1
150	UAL	UNITED AIRLINES	23	2	0	1	1
151	UAL	UNITED AIRLINES	23	4	0	1	1
152	UAL	UNITED EXPRESS/YV	7	2	0	1	1
153	UAL	UNITED EXPRESS/YV	8	1	1	0	1
154	UAL	UNITED EXPRESS/YV	9	1	0	1	1
155	UAL	UNITED EXPRESS/YV	9	4	0	1	1
156	UAL	UNITED EXPRESS/YV	10	2	1	0	1
157	UAL	UNITED EXPRESS/YV	10	4	1	0	1
158	UAL	UNITED EXPRESS/YV	13	4	0	1	1
159	UAL	UNITED EXPRESS/YV	14	1	0	1	1
160	UAL	UNITED EXPRESS/YV	14	3	1	0	1
161	UAL	UNITED EXPRESS/YV	14	4	1	0	1
162	UAL	UNITED EXPRESS/YV	15	4	0	1	1
163	UAL	UNITED EXPRESS/YV	16	3	0	2	2
164	UAL	UNITED EXPRESS/YV	17	2	1	0	1
165	UAL	UNITED EXPRESS/YV	17	3	1	0	1
166	UAL	UNITED EXPRESS/YV	18	1	1	0	1
167	UAL	UNITED EXPRESS/YV	20	1	0	1	1
168	UAL	UNITED EXPRESS/YV	20	2	0	1	1
169	UAL	UNITED EXPRESS/YV	20	4	1	0	1
170	UAL	UNITED EXPRESS/YV	21	2	1	0	1
171	UAL	UNITED FOR TED	5	1	0	1	1
172	UAL	UNITED FOR TED	5	2	0	1	1
173	UAL	UNITED FOR TED	6	4	3	0	3
174	UAL	UNITED FOR TED	7	1	1	0	1
175	UAL	UNITED FOR TED	7	3	0	1	1
176	UAL	UNITED FOR TED	8	1	0	1	1
177	UAL	UNITED FOR TED	8	3	1	1	2
178	UAL	UNITED FOR TED	9	1	1	1	2
179	UAL	UNITED FOR TED	9	3	1	0	1
180	UAL	UNITED FOR TED	9	4	1	2	3
181	UAL	UNITED FOR TED	11	1	2	1	3
182	UAL	UNITED FOR TED	11	2	0	1	1
183	UAL	UNITED FOR TED	11	4	1	1	2

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=UAL,UAL,UAL | Facility=ORD

Includes SkyWest, Trans States, Chautauqua, Mesa, AWAC, United, Ted

# Carrier	Carrier Name	Hour	Qtr	Departures	Arrivals	Total
184 UAL	UNITED FOR TED	12	1	1	0	1
185 UAL	UNITED FOR TED	13	1	1	1	2
186 UAL	UNITED FOR TED	13	4	1	1	2
187 UAL	UNITED FOR TED	14	1	0	1	1
188 UAL	UNITED FOR TED	14	4	2	1	3
189 UAL	UNITED FOR TED	15	2	0	2	2
190 UAL	UNITED FOR TED	15	4	1	0	1
191 UAL	UNITED FOR TED	16	1	2	1	3
192 UAL	UNITED FOR TED	16	3	0	1	1
193 UAL	UNITED FOR TED	17	1	1	0	1
194 UAL	UNITED FOR TED	17	2	1	2	3
195 UAL	UNITED FOR TED	18	1	1	0	1
196 UAL	UNITED FOR TED	18	2	1	2	3
197 UAL	UNITED FOR TED	18	3	0	1	1
198 UAL	UNITED FOR TED	19	1	2	1	3
199 UAL	UNITED FOR TED	19	4	2	0	2
200 UAL	UNITED FOR TED	20	1	0	1	1
201 UAL	UNITED FOR TED	20	2	0	2	2
202 UAL	UNITED FOR TED	21	1	1	0	1
203 UAL	UNITED FOR TED	21	3	2	0	2
204 UAL	UNITED FOR TED	23	1	0	2	2
205 UAL	UNITED EXPRESS/AWAC	6	1	0	1	1
206 UAL	UNITED EXPRESS/AWAC	6	2	0	1	1
207 UAL	UNITED EXPRESS/AWAC	6	3	4	0	4
208 UAL	UNITED EXPRESS/AWAC	6	4	1	4	5
209 UAL	UNITED EXPRESS/AWAC	7	1	3	8	11
210 UAL	UNITED EXPRESS/AWAC	7	2	0	4	4
211 UAL	UNITED EXPRESS/AWAC	7	3	3	0	3
212 UAL	UNITED EXPRESS/AWAC	7	4	8	1	9
213 UAL	UNITED EXPRESS/AWAC	8	1	5	2	7
214 UAL	UNITED EXPRESS/AWAC	8	2	0	2	2
215 UAL	UNITED EXPRESS/AWAC	8	3	1	2	3
216 UAL	UNITED EXPRESS/AWAC	8	4	2	1	3
217 UAL	UNITED EXPRESS/AWAC	9	1	2	7	9
218 UAL	UNITED EXPRESS/AWAC	9	2	1	2	3
219 UAL	UNITED EXPRESS/AWAC	9	3	1	0	1
220 UAL	UNITED EXPRESS/AWAC	9	4	4	2	6
221 UAL	UNITED EXPRESS/AWAC	10	1	5	4	9
222 UAL	UNITED EXPRESS/AWAC	10	2	1	4	5
223 UAL	UNITED EXPRESS/AWAC	10	3	1	3	4
224 UAL	UNITED EXPRESS/AWAC	10	4	6	2	8
225 UAL	UNITED EXPRESS/AWAC	11	1	2	5	7
226 UAL	UNITED EXPRESS/AWAC	11	2	4	0	4
227 UAL	UNITED EXPRESS/AWAC	11	4	4	2	6
228 UAL	UNITED EXPRESS/AWAC	12	1	3	1	4
229 UAL	UNITED EXPRESS/AWAC	12	2	0	1	1

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=UAL,UAL,UAL | Facility=ORD

Includes SkyWest, Trans States, Chautauqua, Mesa, AWAC, United, Ted

#	Carrier	Carrier Name	Hour	Qtr	Departures	Arrivals	Total
230	UAL	UNITEDEXPRESS/AWAC	12	3	0	9	9
231	UAL	UNITEDEXPRESS/AWAC	12	4	1	1	2
232	UAL	UNITEDEXPRESS/AWAC	13	1	0	3	3
233	UAL	UNITEDEXPRESS/AWAC	13	2	8	2	10
234	UAL	UNITEDEXPRESS/AWAC	13	3	5	3	8
235	UAL	UNITEDEXPRESS/AWAC	13	4	4	2	6
236	UAL	UNITEDEXPRESS/AWAC	14	1	2	5	7
237	UAL	UNITEDEXPRESS/AWAC	14	2	2	2	4
238	UAL	UNITEDEXPRESS/AWAC	14	4	7	1	8
239	UAL	UNITEDEXPRESS/AWAC	15	1	2	6	8
240	UAL	UNITEDEXPRESS/AWAC	15	2	0	2	2
241	UAL	UNITEDEXPRESS/AWAC	15	3	3	3	6
242	UAL	UNITEDEXPRESS/AWAC	15	4	4	3	7
243	UAL	UNITEDEXPRESS/AWAC	16	1	2	7	9
244	UAL	UNITEDEXPRESS/AWAC	16	2	3	0	3
245	UAL	UNITEDEXPRESS/AWAC	16	3	2	0	2
246	UAL	UNITEDEXPRESS/AWAC	16	4	5	0	5
247	UAL	UNITEDEXPRESS/AWAC	17	1	0	5	5
248	UAL	UNITEDEXPRESS/AWAC	17	2	0	2	2
249	UAL	UNITEDEXPRESS/AWAC	17	4	7	1	8
250	UAL	UNITEDEXPRESS/AWAC	18	1	2	1	3
251	UAL	UNITEDEXPRESS/AWAC	18	2	2	1	3
252	UAL	UNITEDEXPRESS/AWAC	18	3	0	4	4
253	UAL	UNITEDEXPRESS/AWAC	18	4	1	7	8
254	UAL	UNITEDEXPRESS/AWAC	19	1	2	3	5
255	UAL	UNITEDEXPRESS/AWAC	19	2	2	0	2
256	UAL	UNITEDEXPRESS/AWAC	19	3	0	1	1
257	UAL	UNITEDEXPRESS/AWAC	19	4	9	3	12
258	UAL	UNITEDEXPRESS/AWAC	20	1	0	7	7
259	UAL	UNITEDEXPRESS/AWAC	20	2	0	2	2
260	UAL	UNITEDEXPRESS/AWAC	20	3	0	1	1
261	UAL	UNITEDEXPRESS/AWAC	20	4	5	0	5
262	UAL	UNITEDEXPRESS/AWAC	21	1	1	1	2
263	UAL	UNITEDEXPRESS/AWAC	21	2	3	0	3
264	UAL	UNITEDEXPRESS/AWAC	21	3	1	0	1
265	UAL	UNITEDEXPRESS/AWAC	21	4	1	0	1
266	UAL	UNTD EX/CHAUTAUQUA	6	3	0	1	1
267	UAL	UNTD EX/CHAUTAUQUA	7	2	0	1	1
268	UAL	UNTD EX/CHAUTAUQUA	8	1	1	0	1
269	UAL	UNTD EX/CHAUTAUQUA	9	2	1	0	1
270	UAL	UNTD EX/CHAUTAUQUA	11	2	0	1	1
271	UAL	UNTD EX/CHAUTAUQUA	13	1	1	0	1
272	UAL	UNTD EX/CHAUTAUQUA	16	2	0	1	1
273	UAL	UNTD EX/CHAUTAUQUA	17	4	1	0	1
274	UAL	UNTD EX/CHAUTAUQUA	20	1	0	1	1
275	UAL	UNTD EX/CHAUTAUQUA	20	4	1	0	1

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=UAL,UAL,UAL | Facility=ORD

Includes SkyWest, Trans States, Chautauqua, Mesa, AWAC, United, Ted

# Carrier	Carrier Name	Hour	Qtr	Departures	Arrivals	Total
Total:				646	646	1292

FSDS Data was last Updated on 7/24/04.



U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

July 28, 2004

Mr. Jonathan Ornstein
Chairman and CEO
Mesa Airlines, Inc.
410 N. 44th Street
Suite 700
Phoenix, AZ 85008

Dear Mr. Ornstein:

I am writing to request the participation of Mesa Airlines, Inc. in a meeting regarding flight schedules at Chicago O'Hare International Airport (O'Hare) that we plan to conduct to reduce delays and improve on-time performance at the airport. The Federal Aviation Administration (FAA) will hold the scheduling reduction meeting on August 4, 2004, beginning at 9:30 a.m., and the meeting will continue on August 5, if necessary. The meeting will be held in the Bessie Coleman Conference Center, Federal Aviation Administration, Orville Wright Building, Second Floor, 800 Independence Avenue, SW, Washington, DC. 20591. We are sending similar letters to all U.S. and Canadian scheduled air carriers currently conducting scheduled service at O'Hare and to the airport operator. A notice of the meeting was issued today and is on display at the Federal Register. A copy is enclosed for your reference. An electronic copy is also available via the Internet on the Department of Transportation Docket Management System, Docket FAA-2004-16944. That website address is <http://dms.dot.gov>.

The Secretary of Transportation is authorized under the Federal Aviation Act (49 U.S.C. § 41722) to ask air carriers to meet with the FAA Administrator to discuss flight scheduling reductions at severely congested airports during peak operating hours. In January of 2004, following several months in which delays at O'Hare and emanating from the airport through the national airspace system (NAS) had reached unacceptable levels, I determined that such a meeting regarding severe congestion at O'Hare was necessary. The Secretary then made a similar determination that a meeting was needed to meet a serious transportation need or important public benefit. Before the meeting was to occur, however, the FAA reached agreement with each of the two largest operators at O'Hare regarding reductions in their scheduled service during peak hours and, thereafter, entered an order implementing the reductions. *See* Docket FAA-2004-16944 for FAA Orders issued on January 21, 2004, and amended on April 21, 2004. In these Orders, we made clear our intention to conduct a scheduling reduction meeting if the consensual reductions did not achieve their desired effect.

The Orders limiting scheduled operations during certain hours at O'Hare by American Airlines and United Airlines will expire in just three months, as of October 30, 2004.

Moreover, even with the reductions by those carriers, the statistics for air traffic at O'Hare continue to show overscheduling and excessive delays. Daily scheduled operations published for August remain approximately 170 flights above the daily August 2003 scheduled flights. Several of the busiest traffic days ever recorded at O'Hare occurred since late June. On July 1, there were 2,968 operations, just 8 fewer than the previous record on August 31, 2001. Unfortunately, in May 2004, a NAS monthly record of 14,495 total delays was also established. Although the level of delays has fluctuated from month to month, and weather has played a major factor, the overall trend of delays remains unacceptably high when recent periods are compared to the period before November, 2003. The cumulative number of delays for this calendar year as of June 30 is 58,578; that figure is more than the respective full-year totals for each of 2000, 2001, and 2002.

Based on these and other factors, I have again determined that a scheduling reduction meeting regarding O'Hare is necessary, and the Secretary has made a similar determination that such a meeting is needed to meet a serious transportation need or important public benefit. At the meeting I look forward to summarizing the data available to the Department concerning delays at O'Hare and to providing our views concerning available options to relieve the congestion problem at O'Hare given limitations at the airport. We are interested in obtaining your views concerning the O'Hare congestion problem and will provide you with the opportunity both to provide written information to the agency and to express your views to representatives of the FAA during the scheduling reduction sessions described in the procedures for the conduct of the meeting, which are referred to below.

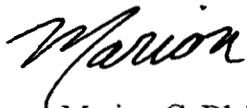
Because the scheduling reduction meeting and all preparations for it are subject to the antitrust laws, the FAA has worked closely with the Department of Justice, Antitrust Division on procedures for the conduct of the meeting that should help ensure legal compliance. Copies of the FAA letter to the Antitrust Division and their response are incorporated in the Federal Register notice. As noted in this correspondence, communications among carriers regarding competitively sensitive information could result in a violation of the antitrust laws and lead to civil or criminal liability. Thus, the procedures outlined in the notice provide for a series of scheduling reduction sessions to be conducted separately by FAA staff with each air carrier attending the meeting. We will also meet with representatives of the airport operator. The FAA requests the cooperation of all participants at the meeting in adhering to the procedures outlined in the notice.

The scheduling targets we plan to use for the meeting will be posted on the FAA's website not later than 9 a.m. EDT on Monday, August 2. The website address is <http://www.faa.gov>.

Also enclosed is a copy of our records reflecting a summary of your August 5, 2004, scheduled arrivals and departures at O'Hare in 15-minute increments. The FAA's Air Traffic Organization will work with your scheduling or operational departments to verify this information prior to the meeting. Additionally, please note that the Federal Register notice requests that you advise us by Monday, August 2, whether you will participate in the meeting and who your representative(s) will be.

We recognize that schedule adjustments may include some difficult decisions by your company as we move to improve the operational performance at O'Hare. We appreciate your full consideration and cooperation to resolve these issues.

Sincerely,

A handwritten signature in cursive script, appearing to read "Marion", is positioned above the printed name.

Marion C. Blakey
Administrator

Enclosures

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=UAL | Facility=ORD

#	Hour	Qtr	Departures	Arrivals	Total
1	0	1	0	1	1
2	0	2	0	1	1
3	4	4	0	4	4
4	5	1	0	3	3
5	5	2	0	5	5
6	5	3	0	1	1
7	5	4	0	2	2
8	6	1	3	1	4
9	6	2	2	4	6
10	6	3	13	3	16
11	6	4	9	13	22
12	7	1	12	17	29
13	7	2	0	11	11
14	7	3	5	3	8
15	7	4	12	9	21
16	8	1	23	9	32
17	8	2	6	8	14
18	8	3	6	5	11
19	8	4	5	18	23
20	9	1	16	15	31
21	9	2	10	13	23
22	9	3	3	3	6
23	9	4	12	11	23
24	10	1	20	12	32
25	10	2	14	7	21
26	10	3	4	10	14
27	10	4	18	12	30
28	11	1	13	12	25
29	11	2	7	7	14
30	11	3	0	2	2
31	11	4	14	12	26
32	12	1	18	6	24
33	12	2	3	14	17
34	12	3	2	18	20
35	12	4	3	3	6
36	13	1	13	10	23
37	13	2	20	6	26
38	13	3	15	13	28
39	13	4	10	11	21
40	14	1	10	18	28
41	14	2	5	8	13
42	14	3	5	6	11
43	14	4	21	12	33
44	15	1	14	18	32
45	15	2	8	8	16
46	15	3	8	8	16

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=UAL | Facility=ORD

#	Hour	Qtr	Departures	Arrivals	Total
47	15	4	17	8	25
48	16	1	13	19	32
49	16	2	8	12	20
50	16	3	2	11	13
51	16	4	18	6	24
52	17	1	9	18	27
53	17	2	10	11	21
54	17	3	3	5	8
55	17	4	19	12	31
56	18	1	18	7	25
57	18	2	17	10	27
58	18	3	1	13	14
59	18	4	5	16	21
60	19	1	19	15	34
61	19	2	4	9	13
62	19	3	7	7	14
63	19	4	29	12	41
64	20	1	3	22	25
65	20	2	4	16	20
66	20	3	2	8	10
67	20	4	10	4	14
68	21	1	20	1	21
69	21	2	15	0	15
70	21	3	10	2	12
71	21	4	1	3	4
72	22	1	0	1	1
73	22	4	0	1	1
74	23	1	0	2	2
75	23	2	0	1	1
76	23	4	0	1	1
Total:			646	646	1292

FSDS Data was last Updated on 7/24/04.

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=UAL,UAL,UAL | Facility=ORD

Includes SkyWest, Trans States, Chautauqua, Mesa, AWAC, United, Ted

#	Carrier	Carrier Name	Hour	Qtr	Departures	Arrivals	Total
1	UAL	UNITD EXP/SKYWEST	6	2	0	2	2
2	UAL	UNITD EXP/SKYWEST	6	4	1	3	4
3	UAL	UNITD EXP/SKYWEST	7	1	2	3	5
4	UAL	UNITD EXP/SKYWEST	7	3	1	0	1
5	UAL	UNITD EXP/SKYWEST	7	4	2	4	6
6	UAL	UNITD EXP/SKYWEST	8	1	3	2	5
7	UAL	UNITD EXP/SKYWEST	8	2	0	2	2
8	UAL	UNITD EXP/SKYWEST	8	3	4	1	5
9	UAL	UNITD EXP/SKYWEST	8	4	0	2	2
10	UAL	UNITD EXP/SKYWEST	9	1	2	1	3
11	UAL	UNITD EXP/SKYWEST	9	2	3	2	5
12	UAL	UNITD EXP/SKYWEST	9	4	0	1	1
13	UAL	UNITD EXP/SKYWEST	10	1	4	1	5
14	UAL	UNITD EXP/SKYWEST	10	2	1	1	2
15	UAL	UNITD EXP/SKYWEST	10	3	1	2	3
16	UAL	UNITD EXP/SKYWEST	10	4	1	0	1
17	UAL	UNITD EXP/SKYWEST	11	1	1	2	3
18	UAL	UNITD EXP/SKYWEST	11	2	2	2	4
19	UAL	UNITD EXP/SKYWEST	11	4	0	1	1
20	UAL	UNITD EXP/SKYWEST	12	1	2	1	3
21	UAL	UNITD EXP/SKYWEST	12	2	1	2	3
22	UAL	UNITD EXP/SKYWEST	12	3	1	3	4
23	UAL	UNITD EXP/SKYWEST	13	1	3	0	3
24	UAL	UNITD EXP/SKYWEST	13	2	2	1	3
25	UAL	UNITD EXP/SKYWEST	13	3	2	3	5
26	UAL	UNITD EXP/SKYWEST	13	4	0	1	1
27	UAL	UNITD EXP/SKYWEST	14	1	1	2	3
28	UAL	UNITD EXP/SKYWEST	14	2	2	0	2
29	UAL	UNITD EXP/SKYWEST	14	3	1	1	2
30	UAL	UNITD EXP/SKYWEST	14	4	2	1	3
31	UAL	UNITD EXP/SKYWEST	15	1	1	2	3
32	UAL	UNITD EXP/SKYWEST	15	2	1	1	2
33	UAL	UNITD EXP/SKYWEST	15	3	1	1	2
34	UAL	UNITD EXP/SKYWEST	15	4	3	1	4
35	UAL	UNITD EXP/SKYWEST	16	1	0	1	1
36	UAL	UNITD EXP/SKYWEST	16	2	2	1	3
37	UAL	UNITD EXP/SKYWEST	16	4	2	0	2
38	UAL	UNITD EXP/SKYWEST	17	1	0	4	4
39	UAL	UNITD EXP/SKYWEST	17	2	0	1	1
40	UAL	UNITD EXP/SKYWEST	17	3	0	1	1
41	UAL	UNITD EXP/SKYWEST	17	4	3	2	5
42	UAL	UNITD EXP/SKYWEST	18	1	0	2	2
43	UAL	UNITD EXP/SKYWEST	18	2	3	1	4
44	UAL	UNITD EXP/SKYWEST	18	3	0	2	2
45	UAL	UNITD EXP/SKYWEST	18	4	1	3	4

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=UAL,UAL,UAL | Facility=ORD

Includes SkyWest, Trans States, Chautauqua, Mesa, AWAC, United, Ted

#	Carrier	Carrier Name	Hour	Qtr	Departures	Arrivals	Total
46	UAL	UNITD EXP/SKYWEST	19	1	4	1	5
47	UAL	UNITD EXP/SKYWEST	19	2	0	1	1
48	UAL	UNITD EXP/SKYWEST	19	3	0	1	1
49	UAL	UNITD EXP/SKYWEST	19	4	7	1	8
50	UAL	UNITD EXP/SKYWEST	20	1	0	2	2
51	UAL	UNITD EXP/SKYWEST	20	2	1	4	5
52	UAL	UNITD EXP/SKYWEST	20	4	1	0	1
53	UAL	UNITD EXP/SKYWEST	21	2	5	0	5
54	UAL	UNITD EXP/TRANS	7	2	0	2	2
55	UAL	UNITD EXP/TRANS	7	3	0	1	1
56	UAL	UNITD EXP/TRANS	8	1	1	0	1
57	UAL	UNITD EXP/TRANS	9	1	2	1	3
58	UAL	UNITD EXP/TRANS	10	2	1	0	1
59	UAL	UNITD EXP/TRANS	11	1	0	1	1
60	UAL	UNITD EXP/TRANS	11	2	0	1	1
61	UAL	UNITD EXP/TRANS	11	4	1	1	2
62	UAL	UNITD EXP/TRANS	12	1	1	0	1
63	UAL	UNITD EXP/TRANS	13	2	1	0	1
64	UAL	UNITD EXP/TRANS	14	1	0	1	1
65	UAL	UNITD EXP/TRANS	14	4	0	1	1
66	UAL	UNITD EXP/TRANS	15	1	1	1	2
67	UAL	UNITD EXP/TRANS	15	3	1	0	1
68	UAL	UNITD EXP/TRANS	15	4	1	0	1
69	UAL	UNITD EXP/TRANS	16	1	0	1	1
70	UAL	UNITD EXP/TRANS	16	3	0	1	1
71	UAL	UNITD EXP/TRANS	16	4	1	0	1
72	UAL	UNITD EXP/TRANS	17	2	1	0	1
73	UAL	UNITD EXP/TRANS	19	4	0	1	1
74	UAL	UNITD EXP/TRANS	20	1	0	1	1
75	UAL	UNITD EXP/TRANS	20	4	2	1	3
76	UAL	UNITD EXP/TRANS	21	2	1	0	1
77	UAL	UNITED AIRLINES	0	1	0	1	1
78	UAL	UNITED AIRLINES	0	2	0	1	1
79	UAL	UNITED AIRLINES	4	4	0	4	4
80	UAL	UNITED AIRLINES	5	1	0	2	2
81	UAL	UNITED AIRLINES	5	2	0	4	4
82	UAL	UNITED AIRLINES	5	3	0	1	1
83	UAL	UNITED AIRLINES	5	4	0	2	2
84	UAL	UNITED AIRLINES	6	1	3	0	3
85	UAL	UNITED AIRLINES	6	2	2	1	3
86	UAL	UNITED AIRLINES	6	3	9	2	11
87	UAL	UNITED AIRLINES	6	4	4	6	10
88	UAL	UNITED AIRLINES	7	1	6	6	12
89	UAL	UNITED AIRLINES	7	2	0	3	3
90	UAL	UNITED AIRLINES	7	3	1	1	2
91	UAL	UNITED AIRLINES	7	4	2	4	6

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=UAL,UAL,UAL | Facility=ORD

Includes SkyWest, Trans States, Chautauqua, Mesa, AWAC, United, Ted

# Carrier	Carrier Name	Hour	Qtr	Departures	Arrivals	Total
92 UAL	UNITED AIRLINES	8	1	12	4	16
93 UAL	UNITED AIRLINES	8	2	6	4	10
94 UAL	UNITED AIRLINES	8	3	0	1	1
95 UAL	UNITED AIRLINES	8	4	3	15	18
96 UAL	UNITED AIRLINES	9	1	9	4	13
97 UAL	UNITED AIRLINES	9	2	5	9	14
98 UAL	UNITED AIRLINES	9	3	1	3	4
99 UAL	UNITED AIRLINES	9	4	7	5	12
100 UAL	UNITED AIRLINES	10	1	11	7	18
101 UAL	UNITED AIRLINES	10	2	10	2	12
102 UAL	UNITED AIRLINES	10	3	2	5	7
103 UAL	UNITED AIRLINES	10	4	10	10	20
104 UAL	UNITED AIRLINES	11	1	8	3	11
105 UAL	UNITED AIRLINES	11	2	1	2	3
106 UAL	UNITED AIRLINES	11	3	0	2	2
107 UAL	UNITED AIRLINES	11	4	8	7	15
108 UAL	UNITED AIRLINES	12	1	11	4	15
109 UAL	UNITED AIRLINES	12	2	2	11	13
110 UAL	UNITED AIRLINES	12	3	1	6	7
111 UAL	UNITED AIRLINES	12	4	2	2	4
112 UAL	UNITED AIRLINES	13	1	8	6	14
113 UAL	UNITED AIRLINES	13	2	9	3	12
114 UAL	UNITED AIRLINES	13	3	8	7	15
115 UAL	UNITED AIRLINES	13	4	5	6	11
116 UAL	UNITED AIRLINES	14	1	7	8	15
117 UAL	UNITED AIRLINES	14	2	1	6	7
118 UAL	UNITED AIRLINES	14	3	3	5	8
119 UAL	UNITED AIRLINES	14	4	9	8	17
120 UAL	UNITED AIRLINES	15	1	10	9	19
121 UAL	UNITED AIRLINES	15	2	7	3	10
122 UAL	UNITED AIRLINES	15	3	3	4	7
123 UAL	UNITED AIRLINES	15	4	8	3	11
124 UAL	UNITED AIRLINES	16	1	9	9	18
125 UAL	UNITED AIRLINES	16	2	3	10	13
126 UAL	UNITED AIRLINES	16	3	0	7	7
127 UAL	UNITED AIRLINES	16	4	10	6	16
128 UAL	UNITED AIRLINES	17	1	8	9	17
129 UAL	UNITED AIRLINES	17	2	7	6	13
130 UAL	UNITED AIRLINES	17	3	2	4	6
131 UAL	UNITED AIRLINES	17	4	8	9	17
132 UAL	UNITED AIRLINES	18	1	14	4	18
133 UAL	UNITED AIRLINES	18	2	11	6	17
134 UAL	UNITED AIRLINES	18	3	1	6	7
135 UAL	UNITED AIRLINES	18	4	3	6	9
136 UAL	UNITED AIRLINES	19	1	11	10	21
137 UAL	UNITED AIRLINES	19	2	2	8	10

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=UAL,UAL,UAL | Facility=ORD

Includes SkyWest, Trans States, Chautauqua, Mesa, AWAC, United, Ted

# Carrier	Carrier Name	Hour	Qtr	Departures	Arrivals	Total
138 UAL	UNITED AIRLINES	19	3	7	5	12
139 UAL	UNITED AIRLINES	19	4	11	7	18
140 UAL	UNITED AIRLINES	20	1	3	9	12
141 UAL	UNITED AIRLINES	20	2	3	7	10
142 UAL	UNITED AIRLINES	20	3	2	7	9
143 UAL	UNITED AIRLINES	20	4	0	3	3
144 UAL	UNITED AIRLINES	21	1	18	0	18
145 UAL	UNITED AIRLINES	21	2	5	0	5
146 UAL	UNITED AIRLINES	21	3	7	2	9
147 UAL	UNITED AIRLINES	21	4	0	3	3
148 UAL	UNITED AIRLINES	22	1	0	1	1
149 UAL	UNITED AIRLINES	22	4	0	1	1
150 UAL	UNITED AIRLINES	23	2	0	1	1
151 UAL	UNITED AIRLINES	23	4	0	1	1
152 UAL	UNITED EXPRESS/YV	7	2	0	1	1
153 UAL	UNITED EXPRESS/YV	8	1	1	0	1
154 UAL	UNITED EXPRESS/YV	9	1	0	1	1
155 UAL	UNITED EXPRESS/YV	9	4	0	1	1
156 UAL	UNITED EXPRESS/YV	10	2	1	0	1
157 UAL	UNITED EXPRESS/YV	10	4	1	0	1
158 UAL	UNITED EXPRESS/YV	13	4	0	1	1
159 UAL	UNITED EXPRESS/YV	14	1	0	1	1
160 UAL	UNITED EXPRESS/YV	14	3	1	0	1
161 UAL	UNITED EXPRESS/YV	14	4	1	0	1
162 UAL	UNITED EXPRESS/YV	15	4	0	1	1
163 UAL	UNITED EXPRESS/YV	16	3	0	2	2
164 UAL	UNITED EXPRESS/YV	17	2	1	0	1
165 UAL	UNITED EXPRESS/YV	17	3	1	0	1
166 UAL	UNITED EXPRESS/YV	18	1	1	0	1
167 UAL	UNITED EXPRESS/YV	20	1	0	1	1
168 UAL	UNITED EXPRESS/YV	20	2	0	1	1
169 UAL	UNITED EXPRESS/YV	20	4	1	0	1
170 UAL	UNITED EXPRESS/YV	21	2	1	0	1
171 UAL	UNITED FOR TED	5	1	0	1	1
172 UAL	UNITED FOR TED	5	2	0	1	1
173 UAL	UNITED FOR TED	6	4	3	0	3
174 UAL	UNITED FOR TED	7	1	1	0	1
175 UAL	UNITED FOR TED	7	3	0	1	1
176 UAL	UNITED FOR TED	8	1	0	1	1
177 UAL	UNITED FOR TED	8	3	1	1	2
178 UAL	UNITED FOR TED	9	1	1	1	2
179 UAL	UNITED FOR TED	9	3	1	0	1
180 UAL	UNITED FOR TED	9	4	1	2	3
181 UAL	UNITED FOR TED	11	1	2	1	3
182 UAL	UNITED FOR TED	11	2	0	1	1
183 UAL	UNITED FOR TED	11	4	1	1	2

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=UAL,UAL,UAL | Facility=ORD

Includes SkyWest, Trans States, Chautauqua, Mesa, AWAC, United, Ted

#	Carrier	Carrier Name	Hour	Qtr	Departures	Arrivals	Total
184	UAL	UNITED FOR TED	12	1	1	0	1
185	UAL	UNITED FOR TED	13	1	1	1	2
186	UAL	UNITED FOR TED	13	4	1	1	2
187	UAL	UNITED FOR TED	14	1	0	1	1
188	UAL	UNITED FOR TED	14	4	2	1	3
189	UAL	UNITED FOR TED	15	2	0	2	2
190	UAL	UNITED FOR TED	15	4	1	0	1
191	UAL	UNITED FOR TED	16	1	2	1	3
192	UAL	UNITED FOR TED	16	3	0	1	1
193	UAL	UNITED FOR TED	17	1	1	0	1
194	UAL	UNITED FOR TED	17	2	1	2	3
195	UAL	UNITED FOR TED	18	1	1	0	1
196	UAL	UNITED FOR TED	18	2	1	2	3
197	UAL	UNITED FOR TED	18	3	0	1	1
198	UAL	UNITED FOR TED	19	1	2	1	3
199	UAL	UNITED FOR TED	19	4	2	0	2
200	UAL	UNITED FOR TED	20	1	0	1	1
201	UAL	UNITED FOR TED	20	2	0	2	2
202	UAL	UNITED FOR TED	21	1	1	0	1
203	UAL	UNITED FOR TED	21	3	2	0	2
204	UAL	UNITED FOR TED	23	1	0	2	2
205	UAL	UNITEDEXPRESS/AWAC	6	1	0	1	1
206	UAL	UNITEDEXPRESS/AWAC	6	2	0	1	1
207	UAL	UNITEDEXPRESS/AWAC	6	3	4	0	4
208	UAL	UNITEDEXPRESS/AWAC	6	4	1	4	5
209	UAL	UNITEDEXPRESS/AWAC	7	1	3	8	11
210	UAL	UNITEDEXPRESS/AWAC	7	2	0	4	4
211	UAL	UNITEDEXPRESS/AWAC	7	3	3	0	3
212	UAL	UNITEDEXPRESS/AWAC	7	4	8	1	9
213	UAL	UNITEDEXPRESS/AWAC	8	1	5	2	7
214	UAL	UNITEDEXPRESS/AWAC	8	2	0	2	2
215	UAL	UNITEDEXPRESS/AWAC	8	3	1	2	3
216	UAL	UNITEDEXPRESS/AWAC	8	4	2	1	3
217	UAL	UNITEDEXPRESS/AWAC	9	1	2	7	9
218	UAL	UNITEDEXPRESS/AWAC	9	2	1	2	3
219	UAL	UNITEDEXPRESS/AWAC	9	3	1	0	1
220	UAL	UNITEDEXPRESS/AWAC	9	4	4	2	6
221	UAL	UNITEDEXPRESS/AWAC	10	1	5	4	9
222	UAL	UNITEDEXPRESS/AWAC	10	2	1	4	5
223	UAL	UNITEDEXPRESS/AWAC	10	3	1	3	4
224	UAL	UNITEDEXPRESS/AWAC	10	4	6	2	8
225	UAL	UNITEDEXPRESS/AWAC	11	1	2	5	7
226	UAL	UNITEDEXPRESS/AWAC	11	2	4	0	4
227	UAL	UNITEDEXPRESS/AWAC	11	4	4	2	6
228	UAL	UNITEDEXPRESS/AWAC	12	1	3	1	4
229	UAL	UNITEDEXPRESS/AWAC	12	2	0	1	1

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=UAL,UAL,UAL | Facility=ORD

Includes SkyWest, Trans States, Chautauqua, Mesa, AWAC, United, Ted

#	Carrier	Carrier Name	Hour	Qtr	Departures	Arrivals	Total
230	UAL	UNITEDEXPRESS/AWAC	12	3	0	9	9
231	UAL	UNITEDEXPRESS/AWAC	12	4	1	1	2
232	UAL	UNITEDEXPRESS/AWAC	13	1	0	3	3
233	UAL	UNITEDEXPRESS/AWAC	13	2	8	2	10
234	UAL	UNITEDEXPRESS/AWAC	13	3	5	3	8
235	UAL	UNITEDEXPRESS/AWAC	13	4	4	2	6
236	UAL	UNITEDEXPRESS/AWAC	14	1	2	5	7
237	UAL	UNITEDEXPRESS/AWAC	14	2	2	2	4
238	UAL	UNITEDEXPRESS/AWAC	14	4	7	1	8
239	UAL	UNITEDEXPRESS/AWAC	15	1	2	6	8
240	UAL	UNITEDEXPRESS/AWAC	15	2	0	2	2
241	UAL	UNITEDEXPRESS/AWAC	15	3	3	3	6
242	UAL	UNITEDEXPRESS/AWAC	15	4	4	3	7
243	UAL	UNITEDEXPRESS/AWAC	16	1	2	7	9
244	UAL	UNITEDEXPRESS/AWAC	16	2	3	0	3
245	UAL	UNITEDEXPRESS/AWAC	16	3	2	0	2
246	UAL	UNITEDEXPRESS/AWAC	16	4	5	0	5
247	UAL	UNITEDEXPRESS/AWAC	17	1	0	5	5
248	UAL	UNITEDEXPRESS/AWAC	17	2	0	2	2
249	UAL	UNITEDEXPRESS/AWAC	17	4	7	1	8
250	UAL	UNITEDEXPRESS/AWAC	18	1	2	1	3
251	UAL	UNITEDEXPRESS/AWAC	18	2	2	1	3
252	UAL	UNITEDEXPRESS/AWAC	18	3	0	4	4
253	UAL	UNITEDEXPRESS/AWAC	18	4	1	7	8
254	UAL	UNITEDEXPRESS/AWAC	19	1	2	3	5
255	UAL	UNITEDEXPRESS/AWAC	19	2	2	0	2
256	UAL	UNITEDEXPRESS/AWAC	19	3	0	1	1
257	UAL	UNITEDEXPRESS/AWAC	19	4	9	3	12
258	UAL	UNITEDEXPRESS/AWAC	20	1	0	7	7
259	UAL	UNITEDEXPRESS/AWAC	20	2	0	2	2
260	UAL	UNITEDEXPRESS/AWAC	20	3	0	1	1
261	UAL	UNITEDEXPRESS/AWAC	20	4	5	0	5
262	UAL	UNITEDEXPRESS/AWAC	21	1	1	1	2
263	UAL	UNITEDEXPRESS/AWAC	21	2	3	0	3
264	UAL	UNITEDEXPRESS/AWAC	21	3	1	0	1
265	UAL	UNITEDEXPRESS/AWAC	21	4	1	0	1
266	UAL	UNTD EX/CHAUTAUQUA	6	3	0	1	1
267	UAL	UNTD EX/CHAUTAUQUA	7	2	0	1	1
268	UAL	UNTD EX/CHAUTAUQUA	8	1	1	0	1
269	UAL	UNTD EX/CHAUTAUQUA	9	2	1	0	1
270	UAL	UNTD EX/CHAUTAUQUA	11	2	0	1	1
271	UAL	UNTD EX/CHAUTAUQUA	13	1	1	0	1
272	UAL	UNTD EX/CHAUTAUQUA	16	2	0	1	1
273	UAL	UNTD EX/CHAUTAUQUA	17	4	1	0	1
274	UAL	UNTD EX/CHAUTAUQUA	20	1	0	1	1
275	UAL	UNTD EX/CHAUTAUQUA	20	4	1	0	1

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=UAL,UAL,UAL | Facility=ORD

Includes SkyWest, Trans States, Chautauqua, Mesa, AWAC, United, Ted

# Carrier	Carrier Name	Hour	Qtr	Departures	Arrivals	Total
Total:				646	646	1292

FSDS Data was last Updated on 7/24/04.



U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

July 28, 2004

Mr. Bryan K. Bedford
President and CEO
Chautauqua Airlines, Inc.
2500 S. High School Road
Indianapolis, IN 46241

Dear Mr. Bedford:

I am writing to request the participation of Chautauqua Airlines, Inc. in a meeting regarding flight schedules at Chicago O'Hare International Airport (O'Hare) that we plan to conduct to reduce delays and improve on-time performance at the airport. The Federal Aviation Administration (FAA) will hold the scheduling reduction meeting on August 4, 2004, beginning at 9:30 a.m., and the meeting will continue on August 5, if necessary. The meeting will be held in the Bessie Coleman Conference Center, Federal Aviation Administration, Orville Wright Building, Second Floor, 800 Independence Avenue, SW, Washington, DC. 20591. We are sending similar letters to all U.S. and Canadian scheduled air carriers currently conducting scheduled service at O'Hare and to the airport operator. A notice of the meeting was issued today and is on display at the Federal Register. A copy is enclosed for your reference. An electronic copy is also available via the Internet on the Department of Transportation Docket Management System, Docket FAA-2004-16944. That website address is <http://dms.dot.gov>.

The Secretary of Transportation is authorized under the Federal Aviation Act (49 U.S.C. § 41722) to ask air carriers to meet with the FAA Administrator to discuss flight scheduling reductions at severely congested airports during peak operating hours. In January of 2004, following several months in which delays at O'Hare and emanating from the airport through the national airspace system (NAS) had reached unacceptable levels, I determined that such a meeting regarding severe congestion at O'Hare was necessary. The Secretary then made a similar determination that a meeting was needed to meet a serious transportation need or important public benefit. Before the meeting was to occur, however, the FAA reached agreement with each of the two largest operators at O'Hare regarding reductions in their scheduled service during peak hours and, thereafter, entered an order implementing the reductions. See Docket FAA-2004-16944 for FAA Orders issued on January 21, 2004, and amended on April 21, 2004. In these Orders, we made clear our intention to conduct a scheduling reduction meeting if the consensual reductions did not achieve their desired effect.

The Orders limiting scheduled operations during certain hours at O'Hare by American Airlines and United Airlines will expire in just three months, as of October 30, 2004. Moreover, even with the reductions by those carriers, the statistics for air traffic at

O'Hare continue to show overscheduling and excessive delays. Daily scheduled operations published for August remain approximately 170 flights above the daily August 2003 scheduled flights. Several of the busiest traffic days ever recorded at O'Hare occurred since late June. On July 1, there were 2,968 operations, just 8 fewer than the previous record on August 31, 2001. Unfortunately, in May 2004, a NAS monthly record of 14,495 total delays was also established. Although the level of delays has fluctuated from month to month, and weather has played a major factor, the overall trend of delays remains unacceptably high when recent periods are compared to the period before November, 2003. The cumulative number of delays for this calendar year as of June 30 is 58,578; that figure is more than the respective full-year totals for each of 2000, 2001, and 2002.

Based on these and other factors, I have again determined that a scheduling reduction meeting regarding O'Hare is necessary, and the Secretary has made a similar determination that such a meeting is needed to meet a serious transportation need or important public benefit. At the meeting I look forward to summarizing the data available to the Department concerning delays at O'Hare and to providing our views concerning available options to relieve the congestion problem at O'Hare given limitations at the airport. We are interested in obtaining your views concerning the O'Hare congestion problem and will provide you with the opportunity both to provide written information to the agency and to express your views to representatives of the FAA during the scheduling reduction sessions described in the procedures for the conduct of the meeting, which are referred to below.

Because the scheduling reduction meeting and all preparations for it are subject to the antitrust laws, the FAA has worked closely with the Department of Justice, Antitrust Division on procedures for the conduct of the meeting that should help ensure legal compliance. Copies of the FAA letter to the Antitrust Division and their response are incorporated in the Federal Register notice. As noted in this correspondence, communications among carriers regarding competitively sensitive information could result in a violation of the antitrust laws and lead to civil or criminal liability. Thus, the procedures outlined in the notice provide for a series of scheduling reduction sessions to be conducted separately by FAA staff with each air carrier attending the meeting. We will also meet with representatives of the airport operator. The FAA requests the cooperation of all participants at the meeting in adhering to the procedures outlined in the notice.

The scheduling targets we plan to use for the meeting will be posted on the FAA's website not later than 9 a.m. EDT on Monday, August 2. The website address is <http://www.faa.gov>.

Also enclosed is a copy of our records reflecting a summary of your August 5, 2004, scheduled arrivals and departures at O'Hare in 15-minute increments. The FAA's Air Traffic Organization will work with your scheduling or operational departments to verify this information prior to the meeting. Additionally, please note that the Federal Register notice requests that you advise us by Monday, August 2, whether you will participate in the meeting and who your representative(s) will be.

We recognize that schedule adjustments may include some difficult decisions by your company as we move to improve the operational performance at O'Hare. We appreciate your full consideration and cooperation to resolve these issues.

Sincerely,

A handwritten signature in cursive script, appearing to read "Marion".

Marion C. Blakey
Administrator

Enclosures

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=UAL | Facility=ORD

#	Hour	Qtr	Departures	Arrivals	Total
1	0	1	0	1	1
2	0	2	0	1	1
3	4	4	0	4	4
4	5	1	0	3	3
5	5	2	0	5	5
6	5	3	0	1	1
7	5	4	0	2	2
8	6	1	3	1	4
9	6	2	2	4	6
10	6	3	13	3	16
11	6	4	9	13	22
12	7	1	12	17	29
13	7	2	0	11	11
14	7	3	5	3	8
15	7	4	12	9	21
16	8	1	23	9	32
17	8	2	6	8	14
18	8	3	6	5	11
19	8	4	5	18	23
20	9	1	16	15	31
21	9	2	10	13	23
22	9	3	3	3	6
23	9	4	12	11	23
24	10	1	20	12	32
25	10	2	14	7	21
26	10	3	4	10	14
27	10	4	18	12	30
28	11	1	13	12	25
29	11	2	7	7	14
30	11	3	0	2	2
31	11	4	14	12	26
32	12	1	18	6	24
33	12	2	3	14	17
34	12	3	2	18	20
35	12	4	3	3	6
36	13	1	13	10	23
37	13	2	20	6	26
38	13	3	15	13	28
39	13	4	10	11	21
40	14	1	10	18	28
41	14	2	5	8	13
42	14	3	5	6	11
43	14	4	21	12	33
44	15	1	14	18	32
45	15	2	8	8	16
46	15	3	8	8	16

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=UAL | Facility=ORD

#	Hour	Qtr	Departures	Arrivals	Total
47	15	4	17	8	25
48	16	1	13	19	32
49	16	2	8	12	20
50	16	3	2	11	13
51	16	4	18	6	24
52	17	1	9	18	27
53	17	2	10	11	21
54	17	3	3	5	8
55	17	4	19	12	31
56	18	1	18	7	25
57	18	2	17	10	27
58	18	3	1	13	14
59	18	4	5	16	21
60	19	1	19	15	34
61	19	2	4	9	13
62	19	3	7	7	14
63	19	4	29	12	41
64	20	1	3	22	25
65	20	2	4	16	20
66	20	3	2	8	10
67	20	4	10	4	14
68	21	1	20	1	21
69	21	2	15	0	15
70	21	3	10	2	12
71	21	4	1	3	4
72	22	1	0	1	1
73	22	4	0	1	1
74	23	1	0	2	2
75	23	2	0	1	1
76	23	4	0	1	1
Total:			646	646	1292

FSDS Data was last Updated on 7/24/04.

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=UAL,UAL,UAL | Facility=ORD

Includes SkyWest, Trans States, Chautauqua, Mesa, AWAC, United, Ted

# Carrier	Carrier Name	Hour	Qtr	Departures	Arrivals	Total
1 UAL	UNITD EXP/SKYWEST	6	2	0	2	2
2 UAL	UNITD EXP/SKYWEST	6	4	1	3	4
3 UAL	UNITD EXP/SKYWEST	7	1	2	3	5
4 UAL	UNITD EXP/SKYWEST	7	3	1	0	1
5 UAL	UNITD EXP/SKYWEST	7	4	2	4	6
6 UAL	UNITD EXP/SKYWEST	8	1	3	2	5
7 UAL	UNITD EXP/SKYWEST	8	2	0	2	2
8 UAL	UNITD EXP/SKYWEST	8	3	4	1	5
9 UAL	UNITD EXP/SKYWEST	8	4	0	2	2
10 UAL	UNITD EXP/SKYWEST	9	1	2	1	3
11 UAL	UNITD EXP/SKYWEST	9	2	3	2	5
12 UAL	UNITD EXP/SKYWEST	9	4	0	1	1
13 UAL	UNITD EXP/SKYWEST	10	1	4	1	5
14 UAL	UNITD EXP/SKYWEST	10	2	1	1	2
15 UAL	UNITD EXP/SKYWEST	10	3	1	2	3
16 UAL	UNITD EXP/SKYWEST	10	4	1	0	1
17 UAL	UNITD EXP/SKYWEST	11	1	1	2	3
18 UAL	UNITD EXP/SKYWEST	11	2	2	2	4
19 UAL	UNITD EXP/SKYWEST	11	4	0	1	1
20 UAL	UNITD EXP/SKYWEST	12	1	2	1	3
21 UAL	UNITD EXP/SKYWEST	12	2	1	2	3
22 UAL	UNITD EXP/SKYWEST	12	3	1	3	4
23 UAL	UNITD EXP/SKYWEST	13	1	3	0	3
24 UAL	UNITD EXP/SKYWEST	13	2	2	1	3
25 UAL	UNITD EXP/SKYWEST	13	3	2	3	5
26 UAL	UNITD EXP/SKYWEST	13	4	0	1	1
27 UAL	UNITD EXP/SKYWEST	14	1	1	2	3
28 UAL	UNITD EXP/SKYWEST	14	2	2	0	2
29 UAL	UNITD EXP/SKYWEST	14	3	1	1	2
30 UAL	UNITD EXP/SKYWEST	14	4	2	1	3
31 UAL	UNITD EXP/SKYWEST	15	1	1	2	3
32 UAL	UNITD EXP/SKYWEST	15	2	1	1	2
33 UAL	UNITD EXP/SKYWEST	15	3	1	1	2
34 UAL	UNITD EXP/SKYWEST	15	4	3	1	4
35 UAL	UNITD EXP/SKYWEST	16	1	0	1	1
36 UAL	UNITD EXP/SKYWEST	16	2	2	1	3
37 UAL	UNITD EXP/SKYWEST	16	4	2	0	2
38 UAL	UNITD EXP/SKYWEST	17	1	0	4	4
39 UAL	UNITD EXP/SKYWEST	17	2	0	1	1
40 UAL	UNITD EXP/SKYWEST	17	3	0	1	1
41 UAL	UNITD EXP/SKYWEST	17	4	3	2	5
42 UAL	UNITD EXP/SKYWEST	18	1	0	2	2
43 UAL	UNITD EXP/SKYWEST	18	2	3	1	4
44 UAL	UNITD EXP/SKYWEST	18	3	0	2	2
45 UAL	UNITD EXP/SKYWEST	18	4	1	3	4

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=UAL,UAL,UAL | Facility=ORD

Includes SkyWest, Trans States, Chautauqua, Mesa, AWAC, United, Ted

#	Carrier	Carrier Name	Hour	Qtr	Departures	Arrivals	Total
46	UAL	UNITD EXP/SKYWEST	19	1	4	1	5
47	UAL	UNITD EXP/SKYWEST	19	2	0	1	1
48	UAL	UNITD EXP/SKYWEST	19	3	0	1	1
49	UAL	UNITD EXP/SKYWEST	19	4	7	1	8
50	UAL	UNITD EXP/SKYWEST	20	1	0	2	2
51	UAL	UNITD EXP/SKYWEST	20	2	1	4	5
52	UAL	UNITD EXP/SKYWEST	20	4	1	0	1
53	UAL	UNITD EXP/SKYWEST	21	2	5	0	5
54	UAL	UNITD EXP/TRANS	7	2	0	2	2
55	UAL	UNITD EXP/TRANS	7	3	0	1	1
56	UAL	UNITD EXP/TRANS	8	1	1	0	1
57	UAL	UNITD EXP/TRANS	9	1	2	1	3
58	UAL	UNITD EXP/TRANS	10	2	1	0	1
59	UAL	UNITD EXP/TRANS	11	1	0	1	1
60	UAL	UNITD EXP/TRANS	11	2	0	1	1
61	UAL	UNITD EXP/TRANS	11	4	1	1	2
62	UAL	UNITD EXP/TRANS	12	1	1	0	1
63	UAL	UNITD EXP/TRANS	13	2	1	0	1
64	UAL	UNITD EXP/TRANS	14	1	0	1	1
65	UAL	UNITD EXP/TRANS	14	4	0	1	1
66	UAL	UNITD EXP/TRANS	15	1	1	1	2
67	UAL	UNITD EXP/TRANS	15	3	1	0	1
68	UAL	UNITD EXP/TRANS	15	4	1	0	1
69	UAL	UNITD EXP/TRANS	16	1	0	1	1
70	UAL	UNITD EXP/TRANS	16	3	0	1	1
71	UAL	UNITD EXP/TRANS	16	4	1	0	1
72	UAL	UNITD EXP/TRANS	17	2	1	0	1
73	UAL	UNITD EXP/TRANS	19	4	0	1	1
74	UAL	UNITD EXP/TRANS	20	1	0	1	1
75	UAL	UNITD EXP/TRANS	20	4	2	1	3
76	UAL	UNITD EXP/TRANS	21	2	1	0	1
77	UAL	UNITED AIRLINES	0	1	0	1	1
78	UAL	UNITED AIRLINES	0	2	0	1	1
79	UAL	UNITED AIRLINES	4	4	0	4	4
80	UAL	UNITED AIRLINES	5	1	0	2	2
81	UAL	UNITED AIRLINES	5	2	0	4	4
82	UAL	UNITED AIRLINES	5	3	0	1	1
83	UAL	UNITED AIRLINES	5	4	0	2	2
84	UAL	UNITED AIRLINES	6	1	3	0	3
85	UAL	UNITED AIRLINES	6	2	2	1	3
86	UAL	UNITED AIRLINES	6	3	9	2	11
87	UAL	UNITED AIRLINES	6	4	4	6	10
88	UAL	UNITED AIRLINES	7	1	6	6	12
89	UAL	UNITED AIRLINES	7	2	0	3	3
90	UAL	UNITED AIRLINES	7	3	1	1	2
91	UAL	UNITED AIRLINES	7	4	2	4	6

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=UAL,UAL,UAL | Facility=ORD

Includes SkyWest, Trans States, Chautauqua, Mesa, AWAC, United, Ted

#	Carrier	Carrier Name	Hour	Qtr	Departures	Arrivals	Total
92	UAL	UNITED AIRLINES	8	1	12	4	16
93	UAL	UNITED AIRLINES	8	2	6	4	10
94	UAL	UNITED AIRLINES	8	3	0	1	1
95	UAL	UNITED AIRLINES	8	4	3	15	18
96	UAL	UNITED AIRLINES	9	1	9	4	13
97	UAL	UNITED AIRLINES	9	2	5	9	14
98	UAL	UNITED AIRLINES	9	3	1	3	4
99	UAL	UNITED AIRLINES	9	4	7	5	12
100	UAL	UNITED AIRLINES	10	1	11	7	18
101	UAL	UNITED AIRLINES	10	2	10	2	12
102	UAL	UNITED AIRLINES	10	3	2	5	7
103	UAL	UNITED AIRLINES	10	4	10	10	20
104	UAL	UNITED AIRLINES	11	1	8	3	11
105	UAL	UNITED AIRLINES	11	2	1	2	3
106	UAL	UNITED AIRLINES	11	3	0	2	2
107	UAL	UNITED AIRLINES	11	4	8	7	15
108	UAL	UNITED AIRLINES	12	1	11	4	15
109	UAL	UNITED AIRLINES	12	2	2	11	13
110	UAL	UNITED AIRLINES	12	3	1	6	7
111	UAL	UNITED AIRLINES	12	4	2	2	4
112	UAL	UNITED AIRLINES	13	1	8	6	14
113	UAL	UNITED AIRLINES	13	2	9	3	12
114	UAL	UNITED AIRLINES	13	3	8	7	15
115	UAL	UNITED AIRLINES	13	4	5	6	11
116	UAL	UNITED AIRLINES	14	1	7	8	15
117	UAL	UNITED AIRLINES	14	2	1	6	7
118	UAL	UNITED AIRLINES	14	3	3	5	8
119	UAL	UNITED AIRLINES	14	4	9	8	17
120	UAL	UNITED AIRLINES	15	1	10	9	19
121	UAL	UNITED AIRLINES	15	2	7	3	10
122	UAL	UNITED AIRLINES	15	3	3	4	7
123	UAL	UNITED AIRLINES	15	4	8	3	11
124	UAL	UNITED AIRLINES	16	1	9	9	18
125	UAL	UNITED AIRLINES	16	2	3	10	13
126	UAL	UNITED AIRLINES	16	3	0	7	7
127	UAL	UNITED AIRLINES	16	4	10	6	16
128	UAL	UNITED AIRLINES	17	1	8	9	17
129	UAL	UNITED AIRLINES	17	2	7	6	13
130	UAL	UNITED AIRLINES	17	3	2	4	6
131	UAL	UNITED AIRLINES	17	4	8	9	17
132	UAL	UNITED AIRLINES	18	1	14	4	18
133	UAL	UNITED AIRLINES	18	2	11	6	17
134	UAL	UNITED AIRLINES	18	3	1	6	7
135	UAL	UNITED AIRLINES	18	4	3	6	9
136	UAL	UNITED AIRLINES	19	1	11	10	21
137	UAL	UNITED AIRLINES	19	2	2	8	10

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=UAL,UAL,UAL | Facility=ORD

Includes SkyWest, Trans States, Chautauqua, Mesa, AWAC, United, Ted

# Carrier	Carrier Name	Hour	Qtr	Departures	Arrivals	Total
138 UAL	UNITED AIRLINES	19	3	7	5	12
139 UAL	UNITED AIRLINES	19	4	11	7	18
140 UAL	UNITED AIRLINES	20	1	3	9	12
141 UAL	UNITED AIRLINES	20	2	3	7	10
142 UAL	UNITED AIRLINES	20	3	2	7	9
143 UAL	UNITED AIRLINES	20	4	0	3	3
144 UAL	UNITED AIRLINES	21	1	18	0	18
145 UAL	UNITED AIRLINES	21	2	5	0	5
146 UAL	UNITED AIRLINES	21	3	7	2	9
147 UAL	UNITED AIRLINES	21	4	0	3	3
148 UAL	UNITED AIRLINES	22	1	0	1	1
149 UAL	UNITED AIRLINES	22	4	0	1	1
150 UAL	UNITED AIRLINES	23	2	0	1	1
151 UAL	UNITED AIRLINES	23	4	0	1	1
152 UAL	UNITED EXPRESS/YV	7	2	0	1	1
153 UAL	UNITED EXPRESS/YV	8	1	1	0	1
154 UAL	UNITED EXPRESS/YV	9	1	0	1	1
155 UAL	UNITED EXPRESS/YV	9	4	0	1	1
156 UAL	UNITED EXPRESS/YV	10	2	1	0	1
157 UAL	UNITED EXPRESS/YV	10	4	1	0	1
158 UAL	UNITED EXPRESS/YV	13	4	0	1	1
159 UAL	UNITED EXPRESS/YV	14	1	0	1	1
160 UAL	UNITED EXPRESS/YV	14	3	1	0	1
161 UAL	UNITED EXPRESS/YV	14	4	1	0	1
162 UAL	UNITED EXPRESS/YV	15	4	0	1	1
163 UAL	UNITED EXPRESS/YV	16	3	0	2	2
164 UAL	UNITED EXPRESS/YV	17	2	1	0	1
165 UAL	UNITED EXPRESS/YV	17	3	1	0	1
166 UAL	UNITED EXPRESS/YV	18	1	1	0	1
167 UAL	UNITED EXPRESS/YV	20	1	0	1	1
168 UAL	UNITED EXPRESS/YV	20	2	0	1	1
169 UAL	UNITED EXPRESS/YV	20	4	1	0	1
170 UAL	UNITED EXPRESS/YV	21	2	1	0	1
171 UAL	UNITED FOR TED	5	1	0	1	1
172 UAL	UNITED FOR TED	5	2	0	1	1
173 UAL	UNITED FOR TED	6	4	3	0	3
174 UAL	UNITED FOR TED	7	1	1	0	1
175 UAL	UNITED FOR TED	7	3	0	1	1
176 UAL	UNITED FOR TED	8	1	0	1	1
177 UAL	UNITED FOR TED	8	3	1	1	2
178 UAL	UNITED FOR TED	9	1	1	1	2
179 UAL	UNITED FOR TED	9	3	1	0	1
180 UAL	UNITED FOR TED	9	4	1	2	3
181 UAL	UNITED FOR TED	11	1	2	1	3
182 UAL	UNITED FOR TED	11	2	0	1	1
183 UAL	UNITED FOR TED	11	4	1	1	2

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=UAL,UAL,UAL | Facility=ORD

Includes SkyWest, Trans States, Chautauqua, Mesa, AWAC, United, Ted

# Carrier	Carrier Name	Hour	Qtr	Departures	Arrivals	Total
184 UAL	UNITED FOR TED	12	1	1	0	1
185 UAL	UNITED FOR TED	13	1	1	1	2
186 UAL	UNITED FOR TED	13	4	1	1	2
187 UAL	UNITED FOR TED	14	1	0	1	1
188 UAL	UNITED FOR TED	14	4	2	1	3
189 UAL	UNITED FOR TED	15	2	0	2	2
190 UAL	UNITED FOR TED	15	4	1	0	1
191 UAL	UNITED FOR TED	16	1	2	1	3
192 UAL	UNITED FOR TED	16	3	0	1	1
193 UAL	UNITED FOR TED	17	1	1	0	1
194 UAL	UNITED FOR TED	17	2	1	2	3
195 UAL	UNITED FOR TED	18	1	1	0	1
196 UAL	UNITED FOR TED	18	2	1	2	3
197 UAL	UNITED FOR TED	18	3	0	1	1
198 UAL	UNITED FOR TED	19	1	2	1	3
199 UAL	UNITED FOR TED	19	4	2	0	2
200 UAL	UNITED FOR TED	20	1	0	1	1
201 UAL	UNITED FOR TED	20	2	0	2	2
202 UAL	UNITED FOR TED	21	1	1	0	1
203 UAL	UNITED FOR TED	21	3	2	0	2
204 UAL	UNITED FOR TED	23	1	0	2	2
205 UAL	UNITED EXPRESS/AWAC	6	1	0	1	1
206 UAL	UNITED EXPRESS/AWAC	6	2	0	1	1
207 UAL	UNITED EXPRESS/AWAC	6	3	4	0	4
208 UAL	UNITED EXPRESS/AWAC	6	4	1	4	5
209 UAL	UNITED EXPRESS/AWAC	7	1	3	8	11
210 UAL	UNITED EXPRESS/AWAC	7	2	0	4	4
211 UAL	UNITED EXPRESS/AWAC	7	3	3	0	3
212 UAL	UNITED EXPRESS/AWAC	7	4	8	1	9
213 UAL	UNITED EXPRESS/AWAC	8	1	5	2	7
214 UAL	UNITED EXPRESS/AWAC	8	2	0	2	2
215 UAL	UNITED EXPRESS/AWAC	8	3	1	2	3
216 UAL	UNITED EXPRESS/AWAC	8	4	2	1	3
217 UAL	UNITED EXPRESS/AWAC	9	1	2	7	9
218 UAL	UNITED EXPRESS/AWAC	9	2	1	2	3
219 UAL	UNITED EXPRESS/AWAC	9	3	1	0	1
220 UAL	UNITED EXPRESS/AWAC	9	4	4	2	6
221 UAL	UNITED EXPRESS/AWAC	10	1	5	4	9
222 UAL	UNITED EXPRESS/AWAC	10	2	1	4	5
223 UAL	UNITED EXPRESS/AWAC	10	3	1	3	4
224 UAL	UNITED EXPRESS/AWAC	10	4	6	2	8
225 UAL	UNITED EXPRESS/AWAC	11	1	2	5	7
226 UAL	UNITED EXPRESS/AWAC	11	2	4	0	4
227 UAL	UNITED EXPRESS/AWAC	11	4	4	2	6
228 UAL	UNITED EXPRESS/AWAC	12	1	3	1	4
229 UAL	UNITED EXPRESS/AWAC	12	2	0	1	1

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=UAL,UAL,UAL | Facility=ORD

Includes SkyWest, Trans States, Chautauqua, Mesa, AWAC, United, Ted

# Carrier	Carrier Name	Hour	Qtr	Departures	Arrivals	Total
230 UAL	UNITEDEXPRESS/AWAC	12	3	0	9	9
231 UAL	UNITEDEXPRESS/AWAC	12	4	1	1	2
232 UAL	UNITEDEXPRESS/AWAC	13	1	0	3	3
233 UAL	UNITEDEXPRESS/AWAC	13	2	8	2	10
234 UAL	UNITEDEXPRESS/AWAC	13	3	5	3	8
235 UAL	UNITEDEXPRESS/AWAC	13	4	4	2	6
236 UAL	UNITEDEXPRESS/AWAC	14	1	2	5	7
237 UAL	UNITEDEXPRESS/AWAC	14	2	2	2	4
238 UAL	UNITEDEXPRESS/AWAC	14	4	7	1	8
239 UAL	UNITEDEXPRESS/AWAC	15	1	2	6	8
240 UAL	UNITEDEXPRESS/AWAC	15	2	0	2	2
241 UAL	UNITEDEXPRESS/AWAC	15	3	3	3	6
242 UAL	UNITEDEXPRESS/AWAC	15	4	4	3	7
243 UAL	UNITEDEXPRESS/AWAC	16	1	2	7	9
244 UAL	UNITEDEXPRESS/AWAC	16	2	3	0	3
245 UAL	UNITEDEXPRESS/AWAC	16	3	2	0	2
246 UAL	UNITEDEXPRESS/AWAC	16	4	5	0	5
247 UAL	UNITEDEXPRESS/AWAC	17	1	0	5	5
248 UAL	UNITEDEXPRESS/AWAC	17	2	0	2	2
249 UAL	UNITEDEXPRESS/AWAC	17	4	7	1	8
250 UAL	UNITEDEXPRESS/AWAC	18	1	2	1	3
251 UAL	UNITEDEXPRESS/AWAC	18	2	2	1	3
252 UAL	UNITEDEXPRESS/AWAC	18	3	0	4	4
253 UAL	UNITEDEXPRESS/AWAC	18	4	1	7	8
254 UAL	UNITEDEXPRESS/AWAC	19	1	2	3	5
255 UAL	UNITEDEXPRESS/AWAC	19	2	2	0	2
256 UAL	UNITEDEXPRESS/AWAC	19	3	0	1	1
257 UAL	UNITEDEXPRESS/AWAC	19	4	9	3	12
258 UAL	UNITEDEXPRESS/AWAC	20	1	0	7	7
259 UAL	UNITEDEXPRESS/AWAC	20	2	0	2	2
260 UAL	UNITEDEXPRESS/AWAC	20	3	0	1	1
261 UAL	UNITEDEXPRESS/AWAC	20	4	5	0	5
262 UAL	UNITEDEXPRESS/AWAC	21	1	1	1	2
263 UAL	UNITEDEXPRESS/AWAC	21	2	3	0	3
264 UAL	UNITEDEXPRESS/AWAC	21	3	1	0	1
265 UAL	UNITEDEXPRESS/AWAC	21	4	1	0	1
266 UAL	UNTD EX/CHAUTAUQUA	6	3	0	1	1
267 UAL	UNTD EX/CHAUTAUQUA	7	2	0	1	1
268 UAL	UNTD EX/CHAUTAUQUA	8	1	1	0	1
269 UAL	UNTD EX/CHAUTAUQUA	9	2	1	0	1
270 UAL	UNTD EX/CHAUTAUQUA	11	2	0	1	1
271 UAL	UNTD EX/CHAUTAUQUA	13	1	1	0	1
272 UAL	UNTD EX/CHAUTAUQUA	16	2	0	1	1
273 UAL	UNTD EX/CHAUTAUQUA	17	4	1	0	1
274 UAL	UNTD EX/CHAUTAUQUA	20	1	0	1	1
275 UAL	UNTD EX/CHAUTAUQUA	20	4	1	0	1

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=UAL,UAL,UAL | Facility=ORD

Includes SkyWest, Trans States, Chautauqua, Mesa, AWAC, United, Ted

# Carrier	Carrier Name	Hour	Qtr	Departures	Arrivals	Total
Total:				646	646	1292

FSDS Data was last Updated on 7/24/04.



U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

July 28, 2004

Mr. Bruce R. Lakefield
President and CEO
U.S. Airways, Inc.
2345 Crystal Drive
Crystal Park 4
Arlington, VA 22227

Dear Mr. Lakefield:

I am writing to request the participation of U.S. Airways, Inc. in a meeting regarding flight schedules at Chicago O'Hare International Airport (O'Hare) that we plan to conduct to reduce delays and improve on-time performance at the airport. The Federal Aviation Administration (FAA) will hold the scheduling reduction meeting on August 4, 2004, beginning at 9:30 a.m., and the meeting will continue on August 5, if necessary. The meeting will be held in the Bessie Coleman Conference Center, Federal Aviation Administration, Orville Wright Building, Second Floor, 800 Independence Avenue, SW, Washington, DC. 20591. We are sending similar letters to all U.S. and Canadian scheduled air carriers currently conducting scheduled service at O'Hare and to the airport operator. A notice of the meeting was issued today and is on display at the Federal Register. A copy is enclosed for your reference. An electronic copy is also available via the Internet on the Department of Transportation Docket Management System, Docket FAA-2004-16944. That website address is <http://dms.dot.gov>.

The Secretary of Transportation is authorized under the Federal Aviation Act (49 U.S.C. § 41722) to ask air carriers to meet with the FAA Administrator to discuss flight scheduling reductions at severely congested airports during peak operating hours. In January of 2004, following several months in which delays at O'Hare and emanating from the airport through the national airspace system (NAS) had reached unacceptable levels, I determined that such a meeting regarding severe congestion at O'Hare was necessary. The Secretary then made a similar determination that a meeting was needed to meet a serious transportation need or important public benefit. Before the meeting was to occur, however, the FAA reached agreement with each of the two largest operators at O'Hare regarding reductions in their scheduled service during peak hours and, thereafter, entered an order implementing the reductions. *See* Docket FAA-2004-16944 for FAA Orders issued on January 21, 2004, and amended on April 21, 2004. In these Orders, we made clear our intention to conduct a scheduling reduction meeting if the consensual reductions did not achieve their desired effect.

The Orders limiting scheduled operations during certain hours at O'Hare by American Airlines and United Airlines will expire in just three months, as of October 30, 2004.

Moreover, even with the reductions by those carriers, the statistics for air traffic at O'Hare continue to show overscheduling and excessive delays. Daily scheduled operations published for August remain approximately 170 flights above the daily August 2003 scheduled flights. Several of the busiest traffic days ever recorded at O'Hare occurred since late June. On July 1, there were 2,968 operations, just 8 fewer than the previous record on August 31, 2001. Unfortunately, in May 2004, a NAS monthly record of 14,495 total delays was also established. Although the level of delays has fluctuated from month to month, and weather has played a major factor, the overall trend of delays remains unacceptably high when recent periods are compared to the period before November, 2003. The cumulative number of delays for this calendar year as of June 30 is 58,578; that figure is more than the respective full-year totals for each of 2000, 2001, and 2002.

Based on these and other factors, I have again determined that a scheduling reduction meeting regarding O'Hare is necessary, and the Secretary has made a similar determination that such a meeting is needed to meet a serious transportation need or important public benefit. At the meeting I look forward to summarizing the data available to the Department concerning delays at O'Hare and to providing our views concerning available options to relieve the congestion problem at O'Hare given limitations at the airport. We are interested in obtaining your views concerning the O'Hare congestion problem and will provide you with the opportunity both to provide written information to the agency and to express your views to representatives of the FAA during the scheduling reduction sessions described in the procedures for the conduct of the meeting, which are referred to below.

Because the scheduling reduction meeting and all preparations for it are subject to the antitrust laws, the FAA has worked closely with the Department of Justice, Antitrust Division on procedures for the conduct of the meeting that should help ensure legal compliance. Copies of the FAA letter to the Antitrust Division and their response are incorporated in the Federal Register notice. As noted in this correspondence, communications among carriers regarding competitively sensitive information could result in a violation of the antitrust laws and lead to civil or criminal liability. Thus, the procedures outlined in the notice provide for a series of scheduling reduction sessions to be conducted separately by FAA staff with each air carrier attending the meeting. We will also meet with representatives of the airport operator. The FAA requests the cooperation of all participants at the meeting in adhering to the procedures outlined in the notice.

The scheduling targets we plan to use for the meeting will be posted on the FAA's website not later than 9 a.m. EDT on Monday, August 2. The website address is <http://www.faa.gov>.

Also enclosed is a copy of our records reflecting a summary of your August 5, 2004, scheduled arrivals and departures at O'Hare in 15-minute increments. The FAA's Air Traffic Organization will work with your scheduling or operational departments to verify this information prior to the meeting. Additionally, please note that the Federal Register notice requests that you advise us by Monday, August 2, whether you will participate in the meeting and who your representative(s) will be.

We recognize that schedule adjustments may include some difficult decisions by your company as we move to improve the operational performance at O'Hare. We appreciate your full consideration and cooperation to resolve these issues.

Sincerely,

A handwritten signature in cursive script, appearing to read "Marion", written in dark ink.

Marion C. Blakey
Administrator

Enclosures

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=USA | Facility=ORD

#	Hour	Qtr	Departures	Arrivals	Total
1	6	1	2	0	2
2	6	4	1	0	1
3	7	3	0	1	1
4	8	2	0	1	1
5	8	3	1	0	1
6	8	4	0	1	1
7	9	1	1	0	1
8	9	2	0	1	1
9	9	4	1	0	1
10	10	1	1	0	1
11	10	2	0	1	1
12	11	1	1	0	1
13	11	3	0	1	1
14	12	1	0	1	1
15	12	2	1	0	1
16	12	4	1	0	1
17	13	1	0	1	1
18	13	4	1	1	2
19	14	3	1	0	1
20	15	1	0	2	2
21	15	4	1	0	1
22	16	1	1	0	1
23	16	2	0	1	1
24	16	3	0	1	1
25	17	1	1	0	1
26	17	2	0	1	1
27	18	1	2	1	3
28	18	3	0	1	1
29	19	1	1	0	1
30	19	3	1	0	1
31	20	4	0	1	1
32	21	2	0	1	1
33	21	4	0	1	1
Total:			19	19	38

FSDS Data was last Updated on 7/24/04.



U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

July 28, 2004

Mr. Angus Kinnear
USA3000 Airlines
335 Bishop Hollow Road
Suite 100
Newton Square, PA 19073

Dear Mr. Kinnear:

I am writing to request the participation of USA3000 Airlines in a meeting regarding flight schedules at Chicago O'Hare International Airport (O'Hare) that we plan to conduct to reduce delays and improve on-time performance at the airport. The Federal Aviation Administration (FAA) will hold the scheduling reduction meeting on August 4, 2004, beginning at 9:30 a.m., and the meeting will continue on August 5, if necessary. The meeting will be held in the Bessie Coleman Conference Center, Federal Aviation Administration, Orville Wright Building, Second Floor, 800 Independence Avenue, SW, Washington, DC. 20591. We are sending similar letters to all U.S. and Canadian scheduled air carriers currently conducting scheduled service at O'Hare and to the airport operator. A notice of the meeting was issued today and is on display at the Federal Register. A copy is enclosed for your reference. An electronic copy is also available via the Internet on the Department of Transportation Docket Management System, Docket FAA-2004-16944. That website address is <http://dms.dot.gov>.

The Secretary of Transportation is authorized under the Federal Aviation Act (49 U.S.C. § 41722) to ask air carriers to meet with the FAA Administrator to discuss flight scheduling reductions at severely congested airports during peak operating hours. In January of 2004, following several months in which delays at O'Hare and emanating from the airport through the national airspace system (NAS) had reached unacceptable levels, I determined that such a meeting regarding severe congestion at O'Hare was necessary. The Secretary then made a similar determination that a meeting was needed to meet a serious transportation need or important public benefit. Before the meeting was to occur, however, the FAA reached agreement with each of the two largest operators at O'Hare regarding reductions in their scheduled service during peak hours and, thereafter, entered an order implementing the reductions. *See* Docket FAA-2004-16944 for FAA Orders issued on January 21, 2004, and amended on April 21, 2004. In these Orders, we made clear our intention to conduct a scheduling reduction meeting if the consensual reductions did not achieve their desired effect.

The Orders limiting scheduled operations during certain hours at O'Hare by American Airlines and United Airlines will expire in just three months, as of October 30, 2004. Moreover, even with the reductions by those carriers, the statistics for air traffic at

O'Hare continue to show overscheduling and excessive delays. Daily scheduled operations published for August remain approximately 170 flights above the daily August 2003 scheduled flights. Several of the busiest traffic days ever recorded at O'Hare occurred since late June. On July 1, there were 2,968 operations, just 8 fewer than the previous record on August 31, 2001. Unfortunately, in May 2004, a NAS monthly record of 14,495 total delays was also established. Although the level of delays has fluctuated from month to month, and weather has played a major factor, the overall trend of delays remains unacceptably high when recent periods are compared to the period before November, 2003. The cumulative number of delays for this calendar year as of June 30 is 58,578; that figure is more than the respective full-year totals for each of 2000, 2001, and 2002.

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The scheduling targets we plan to use for the meeting will be posted on the FAA's website not later than 9 a.m. EDT on Monday, August 2. The website address is <http://www.faa.gov>.

Also enclosed is a copy of our records reflecting a summary of your August 5, 2004, scheduled arrivals and departures at O'Hare in 15-minute increments. The FAA's Air Traffic Organization will work with your scheduling or operational departments to verify this information prior to the meeting. Additionally, please note that the Federal Register notice requests that you advise us by Monday, August 2, whether you will participate in the meeting and who your representative(s) will be.

We recognize that schedule adjustments may include some difficult decisions by your company as we move to improve the operational performance at O'Hare. We appreciate your full consideration and cooperation to resolve these issues.

Sincerely,

A handwritten signature in cursive script, appearing to read "Marion".

Marion C. Blakey
Administrator

Enclosures

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=GWY | Facility=ORD

#	Hour	Qtr	Departures	Arrivals	Total
1	16	2	1	0	1
2	22	4	0	1	1
Total:			1	1	2

FSDS Data was last Updated on 7/24/04.

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=UAL | Facility=ORD

#	Hour	Qtr	Departures	Arrivals	Total
1	0	1	0	1	1
2	0	2	0	1	1
3	4	4	0	4	4
4	5	1	0	3	3
5	5	2	0	5	5
6	5	3	0	1	1
7	5	4	0	2	2
8	6	1	3	1	4
9	6	2	2	4	6
10	6	3	13	3	16
11	6	4	9	13	22
12	7	1	12	17	29
13	7	2	0	11	11
14	7	3	5	3	8
15	7	4	12	9	21
16	8	1	23	9	32
17	8	2	6	8	14
18	8	3	6	5	11
19	8	4	5	18	23
20	9	1	16	15	31
21	9	2	10	13	23
22	9	3	3	3	6
23	9	4	12	11	23
24	10	1	20	12	32
25	10	2	14	7	21
26	10	3	4	10	14
27	10	4	18	12	30
28	11	1	13	12	25
29	11	2	7	7	14
30	11	3	0	2	2
31	11	4	14	12	26
32	12	1	18	6	24
33	12	2	3	14	17
34	12	3	2	18	20
35	12	4	3	3	6
36	13	1	13	10	23
37	13	2	20	6	26
38	13	3	15	13	28
39	13	4	10	11	21
40	14	1	10	18	28
41	14	2	5	8	13
42	14	3	5	6	11
43	14	4	21	12	33
44	15	1	14	18	32
45	15	2	8	8	16
46	15	3	8	8	16

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=UAL | Facility=ORD

#	Hour	Qtr	Departures	Arrivals	Total
1	0	1	0	1	1
2	0	2	0	1	1
3	4	4	0	4	4
4	5	1	0	3	3
5	5	2	0	5	5
6	5	3	0	1	1
7	5	4	0	2	2
8	6	1	3	1	4
9	6	2	2	4	6
10	6	3	13	3	16
11	6	4	9	13	22
12	7	1	12	17	29
13	7	2	0	11	11
14	7	3	5	3	8
15	7	4	12	9	21
16	8	1	23	9	32
17	8	2	6	8	14
18	8	3	6	5	11
19	8	4	5	18	23
20	9	1	16	15	31
21	9	2	10	13	23
22	9	3	3	3	6
23	9	4	12	11	23
24	10	1	20	12	32
25	10	2	14	7	21
26	10	3	4	10	14
27	10	4	18	12	30
28	11	1	13	12	25
29	11	2	7	7	14
30	11	3	0	2	2
31	11	4	14	12	26
32	12	1	18	6	24
33	12	2	3	14	17
34	12	3	2	18	20
35	12	4	3	3	6
36	13	1	13	10	23
37	13	2	20	6	26
38	13	3	15	13	28
39	13	4	10	11	21
40	14	1	10	18	28
41	14	2	5	8	13
42	14	3	5	6	11
43	14	4	21	12	33
44	15	1	14	18	32
45	15	2	8	8	16
46	15	3	8	8	16

FSDS Report

From 8/5/2004 To 8/5/2004 | Carrier=UAL | Facility=ORD

#	Hour	Qtr	Departures	Arrivals	Total
47	15	4	17	8	25
48	16	1	13	19	32
49	16	2	8	12	20
50	16	3	2	11	13
51	16	4	18	6	24
52	17	1	9	18	27
53	17	2	10	11	21
54	17	3	3	5	8
55	17	4	19	12	31
56	18	1	18	7	25
57	18	2	17	10	27
58	18	3	1	13	14
59	18	4	5	16	21
60	19	1	19	15	34
61	19	2	4	9	13
62	19	3	7	7	14
63	19	4	29	12	41
64	20	1	3	22	25
65	20	2	4	16	20
66	20	3	2	8	10
67	20	4	10	4	14
68	21	1	20	1	21
69	21	2	15	0	15
70	21	3	10	2	12
71	21	4	1	3	4
72	22	1	0	1	1
73	22	4	0	1	1
74	23	1	0	2	2
75	23	2	0	1	1
76	23	4	0	1	1
Total:			646	646	1292

FSDS Data was last Updated on 7/24/04.